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[25]

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The Daily Press.

HONGKONG, APRIL 9TH, 1910.

The British evacuation of Somaliland was announced on March 22nd and on April 3rd a wire from Aden reported that the MULLAH had slaughtered eight hundred belonging to friendly tribes and that the friendly tribes were fleeing towards the coast. The two events must be regarded as related. The Blue Book on Somaliland issued on March 22nd showed that the Government had decided to evacuate the interior of Somaliland, confining occupation to Berbera and possibly temporarily to Zella and Bulhar by small garrisons, and that withdrawal would commence forthwith. The Somali battalion of the African Rifles was to be disbanded, and the friendly tribes were to be armed to enable them to defend themselves against the MULLAH. Apparently the British evacuation has proved too great a temptation for the MULLAH to resist, and he has resumed his old baneful activities, with the result that the comparative state of peace which the country had learned to enjoy is no longer possible. It is now shown that the friendly tribes are not able to defend themselves against this warrior chief and his host of fanatical followers. He has slaughtered 800 friendly, captured large quantities of cattle, and has sent the remainder of the friendly tribes fleeing to the coast for protection. But this is not an isolated act. The previous raiding, which Indian papers report, were on a gigantic scale, as many as 3,000 camels being

"lifted" on one occasion, and those successful coups were beyond doubt conceived in the busy brain of HAJI MAHOMED BIN ABDULLAH, who has acquired all the elusiveness and elusiveness of a Dr. Watson. His raids show to what perfection that work may be carried, and it is safe to say that no other Somali chief is capable of organising raids of such dimensions or carrying them through to a successful termination. The problem to-day for the British authorities in Somaliland is much the same as it has been any time during the last ten years, with the exception, perhaps, of the eighteen months or so in which it suited the MULLAH to recuperate himself and his following in the allotted region between Ras Gerad and Ras Gabbe. It will be remembered that the military operations conducted by the British in Somaliland ceased in May, 1905, when the expeditionary force was withdrawn, and the protection of the country devolved on local troops. By arrangement with Italy the MULLAH placed himself under Italian guidance and received a tract of country within the Italian Protectorate. But the spirit of HAJI MAHOMED BIN ABDULLAH is too restless to remain at peace with his neighbours, and it looks as if the old trouble would be renewed and another expeditionary force sent to punish him. An Allahabad journal sums up the situation in the following words: "We have poured out our money on Somaliland, but we have brought it no lasting peace. We have left the MULLAH severely alone and we have severely retaliated upon him. We have caught him fairly in our toils once, at Jinbali; he has given us a taste of his fighting quality at Erego and Gumburru. Yet whether we engage in an expedition costing close on two millions or pursue for a time a policy of masterly inactivity, the result in the end is much the same. HAJI MAHOMED BIN ABDULLAH remains a factor that cannot be ignored, and while that restless being harries the friendly tribes at will one cannot expect the country as a whole to acquire the restful condition of lands where the principles of *meum and tuum* receive due recognition. Not that the Somali of the interior, with all the disturbing elements of his nomadic life, has ever enjoyed the experience of a thoroughly peaceful existence, the ever-recurring necessity for a change to pastures new and the constant overlapping of tribes that it is almost apart altogether from the intervention of fanatical Mullahs.

British politics have reached what may almost be described as an exciting stage. The House of Commons passed on Thursday the first of the series of resolutions aimed at extinguishing the veto of the House of Lords, that which seeks to disable them from rejecting or amending money bills, and the Government hope to pass the others, which are also directed to limiting the veto of the Upper Chamber, by next Thursday. The programme is certainly ambitious, but its fulfilment does not inspire us with hope. The House of Lords can scarcely be expected to subscribe to its death warrant, but that is what the Government is trying to accomplish. Should the Upper Chamber decline to be "sterilised," then the Government will not proceed with the Budget, and all power to carry on the ordinary business of the country is to come to an end. The whole apparatus of the state will be brought to a standstill—that is the method by which the Government hope to pistol the Lords into submitting to its will to the temporary party majority of the House of Commons. This is described as securing the control of the House of Commons over the Executive, but it is obviously destroying the control of the House of Commons over its own business. Admitting that the present Government has received a mandate to pass its revolutionary Budget, it does not follow that it has been empowered to render nugatory the House of Lords and to present the country with a brand new constitution in which the government is entrusted to a single chamber. Yet that is practically the claim of the present Administration, who decline to make the necessary arrangements for carrying on the business of the nation. They refuse to present the Budget unless a certain course, which they have no authority to demand, is adopted. This may be politics, but it is not the action of patriotic men. The country will no doubt survive the shock, when it comes, but it will at the same time be able to fix the responsibility for the gratuitous and unnecessary confusion and the election, if hastened as threatened, will perhaps not be an unmitigated evil if it brings to a close the period of uncertainty which has surrounded government procedure since last January.

H.M.S. Bedford returned to port yesterday from Mira Bay.

The German Mail of the 9th March was delivered in London on the 7th inst.

Mr. J. W. Bolles, general manager of the Standard Oil Company in the East, has proceeded to Manila on business.

The flagship of the British Squadron, H.S.M. *Minotaur*, leaves to-day for target practice at Mira Bay.

An interesting account of his journey to London via Siberia by Hon. Dr. J. M. Atkinson appears on page 5.

At the Marine Magistrate's Court yesterday before Commander Basil Taylor, R.N., the master of the steam launch *Yvonne* was fined \$20 for disregarding the rules of the road.

We are asked to state that the Rev. J. A. A. Baker has received from H. E. the Governor and H. E. Major-General Broadwood \$50 each for the Renovation Fund of the Sailors' and Soldiers' Home.

H. M. tug *Atlas*, which has been erected in Hongkong, arrived at Singapore from Chatham and way ports, on the 31st ult., en route to Hongkong. She is a vessel of only 95 tons nett and carries a crew of 23 men. She left Chatham on January 18.

The ex-pupil of the Diocesan School who was remanded on a charge of stealing two pairs of trousers from that institution again appeared before Mr. J. R. Wood at the Magistrate's yesterday, when he was bound over in the sum of \$100 to come up for judgment when called upon.

Before Mr. J. R. Wood at the Magistrate's yesterday a rent collector was charged with larceny as a bullock of \$498.40. Mr. E. J. Grist (of Messrs. Wilkinson &amp; Grist) appeared for the prosecution, and the case was remanded until Thursday next, bail being allowed in the sum of \$1,000.

It is interesting to note from the water return that despite the long drought the water in the city and hill district reservoirs is even more than at the same period last year. There were on April 1st 28,187,000 gallons as against 28,754,000 last year. The same applies to K. loon, where the storage now is 191,500,000 gallons, as compared with 129,367,000 last year.

Cebu is now declared to be Manila's rival. Rice dealers are underselling Manila merchants in the provinces of Southern Luzon on the Pacific coast and in parts of Samar, which heretofore have been considered strictly Manila territory, this by reason of the superior loading and discharging facilities at Cebu and the fact that cargo can be handled at that port much cheaper than at Manila. A *mananang* from Chungshan Island before Mr. E. R. Hallifax at the Magistrate's yesterday on a charge of being in possession of a revolver without a permit. The Sergeant explained, however, that he believed that the revolver was placed in the fisherman's home by an enemy, and his Worship discharged the man with a caution, and confiscated the revolver.

About a week ago two men who were taking part in a gambling game at a house in Centre Street quarrelled, and one stabbed the other with a knife five times, inflicting such injuries that the victim had to be removed to hospital. The assailant was charged before Mr. J. E. Wood at the Magistrate's yesterday with cutting and wounding, and on the offence being proved he was sentenced to three months' imprisonment with hard labour.

Some two years ago a Chinese obtained 900 rounds of ammunition from Messrs. W. Schmidt &amp; Co. by means of a false order purporting to be signed by Mr. D. Souza, of Messrs. Barretto &amp; Company. With this ammunition he left the Colony, and is supposed to have returned a few days ago. Detective-Sergeant Grant arrested a man on suspicion of the larceny on Thursday, and the suspect was charged before Mr. J. R. Wood at the Magistrate's yesterday and remanded.

The new form of oath was much in evidence at the Magistrate's yesterday during the hearing of an assault case in which all the witnesses were Europeans. A sailor who entered the witness-stand had the wording of the oath read over to him by the interpreter, and then his Worship said, "Say, 'I swear by Almighty God,' with the Bible in your right hand." The witness then concluded the oath as follows, "I swear by Almighty God, with the Bible in my right hand."

## LANDING OF THE AMERICAN ADMIRAL.

Early yesterday morning Rear-Admiral J. Hubbard, the Commander-in-Chief of the American Asiatic Fleet, accompanied by Commanders J. H. Gibbons, of the U.S.S. *Charleston*, H. Rodman, of the *Cleveland*, and J. D. McDonald, of the *Chattanooga*, landed at Bluff Point to pay a visit to His Excellency the Governor. A guard of honour drawn from the Buffs, and under the command of Captain Groves-Raines, was lined up opposite the pier in Connaught Road. As the visitors stepped ashore the band played "The Star Spangled Banner," and they were welcomed to Hongkong by Captain Mitchell-Taylor, A.D.C., and by Mr. W. A. Babbs, the American Consul-General. After inspecting the guard Admiral Hubbard and his party took chairs for Government House, where they were received by His Excellency the Governor. Sir Frederick Lugard returned the call in the afternoon.

## TELEGRAMS.

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## DYNAMITE EXPLOSION AT KOBE.

Tokyo, April 8th.

As a lighter laden with several thousand cases of dynamite was being towed out of Kobe an explosion occurred outside the harbour, causing widespread destruction.

The area of destruction extended seven miles. The gasworks and brewery were seriously damaged and minor damage was suffered by innumerable houses in the vicinity.

## THE PEKING SENSATION.

PEKING, April 8th.

The Prince Regent has decided to increase his body guard as well as the guard at his Imperial palace.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE VETO.

LONDON, April 7th.

In the House of Commons a quiet debate took place in committee on the first Veto Resolution. A feature was the oratorical duel between Mr. Haldane and Mr. Austen Chamberlain, the former emphatically urging the necessity for the reform of the House of Lords.

LONDON, April 8th.

The first Veto Resolution disabling the House of Lords from rejecting or amending money bills has been carried by 339 votes to 237.

## REVOLT IN TURKEY.

LONDON, April 7th.

The new taxes imposed, and thirty-six hours' heavy fighting with Turkish troops took place near Prishtina. (Prishtina in Roumelia.) Martial law has been proclaimed.

Large reinforcements are being sent.

The revolt is ascribed to the intrigues of reactionaries.

## PRESIDENT TAFT'S DISPLEASURE.

LONDON, April 7th.

A Reuter's wire from Washington states that President Taft has cancelled his proposed visit to Indianapolis, owing to the attitude of the Indian Republican Convention in adopting a platform adverse to the new tariff.

## BRITISH TRADE RETURNS.

LONDON, April 8th.

The imports for the month of March show an increase of £6,106,928, of which £4,000,000 represent raw materials. The exports have increased by £2,486,885, made up chiefly by electrical apparatus, and cotton, wool, silk and steel manufactures.

## DIPLOMATIC APPOINTMENT.

LONDON, April 8th.

Signor Tittoni, the former Minister for Foreign Affairs in Italy, has been appointed Italian Ambassador to France.

## THE SUEZ CANAL.

LONDON, April 8th.

Reuter's correspondent at Cairo telegraphs that the Egyptian General Assembly has rejected the Government proposals for the renewal of the Suez Canal concession.

## "LLANDISSILLOGOGO."

One of the questions on the paper of the House of Commons the other day related to "Cwmystylog Farm, in the parish of Llandissillogogo." Sir E. Strachey, Secretary of the Board of Agriculture, having given his answer, Mr. P. O'Brien asked, "Will the hon. member tell us in what parish this farm is situated?" Sir Edward declined to be lured into an attempt to pronounce the name, and as the Chancellor of the Exchequer was not present to assist him, Mr. O'Brien's question was not answered.

## SUPREME COURT.

Friday, April 8th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

ANOTHER JUDGMENT AGAINST A CINEMATOGRAPH PROPRIETOR.

A. Almasoff, the proprietor of the Salon Cinema Theatre in Wyndham Street, was proceeded against by Mohedin Thaka for the recovery of \$145 due for goods sold and delivered.

Defendant admitted the debt, and judgment was entered against him.

## A TAILOR'S CLAIM.

Ah Men, Hing Cheong &amp; Co. sued a clerk named Chu Ki to recover \$15 due for goods supplied.

Defendant consented to judgment, but asked for a stay of execution for a week.

His Lordship—What are you?

Defendant—A clerk.

His Lordship—Where are you employed?

Defendant—With Johnston &amp; Co.

His Lordship—What is your salary?

Defendant—\$20 a month.

His Lordship—Are you married?

Defendant—Yes.

His Lordship—Why do you want a stay for a week?

Defendant—I do not get my pay until the 15th of the month.

His Lordship—Can't you get an advance?

Defendant—No.

In reply to his Lordship plaintiff said he was not willing to wait, as he had been put off so often when he applied for payment.

His Lordship entered judgment and costs for the plaintiff, but informed them that it would be no use selling the defendant up, as he was not likely to run away.

## PROMISSORY NOTE CLAIM.

His Lordship delivered his reserved decision in the action brought by Leung Wing Tong against Ho Shun and others to recover \$500 due under a promissory note. In entering judgment for the plaintiff he said there was no doubt the money was given in the firm name, and a signed for by the firm's shop. Because a particular partner took no active interest in the business, that did not free him from liability.

## STOWAWAYS ON THE S.S. "AYMERIC."

Twenty-eight Chinese were charged before Mr. E. R. Hallifax at the Magistrate's yesterday with stowing away on the steamer *Aymeric* bound for Japan and America.

Mr. H. J. Gedge (of Messrs. Johnson, Stokes &amp; Master) appeared for the prosecution, and Mr. F. X. d'Almeida e Castro (of Messrs. Almeida &amp; Smith) appeared for the defence.

Sergeant A. Davis of the Water Police informed the Court that he boarded the *Aymeric* about 3 p.m. on Thursday and asked the captain to muster all the crew and passengers on deck. They were mustered, and when the captain informed him that the number was correct he proceeded to the after-store-room situated under the poop at the stern of the ship. The door was closed, but not locked. On entering witness found the twenty-eight defendants in different parts of the store-room. Some were in the coal, while others were under bags or concealed in other parts. The captain and agent accompanied witness on this search. The defendants were arrested and taken to the Tsimshatsui Police Station.

In cross-examination the sergeant said that the crew were not dismissed until the defendants had been placed on the police launch. Witness asked how they got into the store-room, but they would not tell him. Had they given him the information in Summing or Cantonese he would have understood.

Mr. J. G. Gansden, an assistant in Messrs. Dodwell &amp; Co., the agents for the Bank Line of steamers, stated that the crew were checked in his presence, and were complete according to the articles, and there were eight steerage and four saloon passengers on board. The prisoners were not in the store-room with the consent of the owners, and neither the owners nor agents had granted them passage tickets, while none of them had paid their passage money. There was a penalty of not less than \$500 or not more than \$1,000 gold for Chinese imported into America without the leave of the Authorities, while in Canada there was a poll tax of \$500 gold.

In cross-examination witness said that he made no inquiries as to where the defendants intended to go. Chinese passengers did not get on board first and then pay their passages.

After hearing further evidence his Worship sentenced each of the defendants to three months' imprisonment with hard labour without the option of a fine.

## THE STAMP CRAZE.

The throng at the Post Office continues daily and the receipts are augmented each day by about \$800 in copper cents. This average has been maintained for five or six weeks, and it is calculated that of the seven lakhs of copper cents issued by the Colonial Government some four lakhs have been received through the Post Office. Therefore if the remainder is to be used in this way it will be several weeks before the total passes into Government control.

That the speculators will continue their purchases with a silver currency is doubtful, and the extraordinary demand for stamps will cease in due course.

The stamps for which there are such a phenomenal demand are not one cent stamps as understood by most people but the five cent receipt stamps. It was feared that the supply might be exhausted but we gather that the new supply has not yet been touched.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

April 7th.

## THE CHING MING FESTIVAL.

The Ching Ming Festival was celebrated here yesterday with all the usual rites and ceremonies. For some days past the passenger junks and trains have been carrying very large numbers of persons into the country, there to repair and worship the tombs of their ancestors. The boats from Hongkong have also had very large numbers of passengers from the Colony returning to their native places. Outside the North Gate of the City there are large numbers of graves, and all day yesterday hundreds of people visited them and burnt joss paper and fired crackers. The military road leading from the East Gate was thronged with a great concourse of people going out to the villages in that vicinity, and the lepers who infest that part must have made quite a good thing in "coushaws." All the schools and colleges are closed, and there will be no issue of the native Press until to-morrow.

## A BIG FIRE.

A big fire broke out at about 11 p.m. on Monday night in Tsung Chung Street near the South Gate. The alarm was at once given, but the flames had obtained a good hold before the brigade could get to work. In spite of the efforts of the brigade and neighbours the house was completely gutted and nine surrounding houses were totally destroyed. Happily no lives were lost.

## A MADMAN.

A man named Chan Ah Yuen had for some time been employed in a weaving factory, but was discharged, as it was thought he was insane. On his way home through the western suburbs he suddenly became furious, and snatched up a knife from a butcher's shop near by, and at once began to attack the passers-by. Two men were seriously wounded and had to be treated by the Red Cross Society. The madman was at last overpowered and taken to the police station, where he said he had assaulted them in consequence. As his talk appeared to be rational the police officer dispatched him to the Nam Hai Magistrate's Yamen, where he will be tried when the wounded men are well enough to give evidence against him.

## ROW AT A BOARDING-HOUSE.

Two days ago there was great excitement in the Cheung Fat boarding-house. A boarder returned to the house after taking a walk, and as soon as he got to his room, loudly complained that \$290 had been taken from a box. A foki ran upstairs to see what was the matter and when he heard what the boarder had to say he (the foki) at once severely assaulted him. He then ran downstairs shouting "Thief, thief!" and other foki came and drove the boarder into the street. Here he was met by several police, who gave him a further beating, and took him to No. 8 Police Station. All the parties were brought before the officer in charge, and then it was found that the story of the stolen \$290 was a myth. The foki proved that when the man first came to the house he deposited \$18 with the proprietor for safe keeping. Beyond this he had no money, and he said his money was stolen as a ruse to extort more from the boarding-house. In view of the severe handling he had received the officer directed that he should be discharged after his \$18 had been refunded to him.

## MACAO.

(FROM OUR OWN CORRESPONDENT.)

April 7th.

## UNLESS WORKS.

The Government is about to undertake the enlargement of the small shelter dock, opposite the old opium house, but for what purpose? Considerable excavation will be required, but the advantage of it is not apparent. Several years ago thousands of dollars were spent in dredging this shelter, and in a few months the mud had accumulated and the work was rendered nugatory. Public opinion inclines to the belief that the area should be reclaimed and given over to the Chinese for an open space where they could enjoy the summer evenings. The money which was intended to be applied to the enlargement of the shelter should be devoted to repairing the sea walls and prolonging the Praya with a view to allowing the Steamboat Company to construct new wharves.

## BANK FAILURE.

The well-known Chinese bank "Si-fong" has closed its doors. The run was so great that the proprietor could not meet the payments and had to file his petition in bankruptcy.

## EXCITING CHASE AFTER A THIEF.

While Constable Ogg was on duty in Des Vaux Road on Thursday night his attention was directed to the suspicious movements of two Chinese on the other side of the street. Both men were standing alongside a cigar stall, and as he watched the policemen saw one man mount the shoulders of the other, lean over some bamboo work which surrounded the stall, and extract four boxes of cigars, with which they were moving off when the constable approached them. One man dashed up a stairway and the policeman, after blowing his whistle to attract attention to the other runaway, followed. When the constable was close on his heels the thief broke through the partition of a cubicle and succeeded in gaining the roof. Constable Ogg kept him in sight, however, and a race followed along the roofs of a block of houses. When the pursuer thought he had his quarry cornered, the thief got clear once more by climbing down a pipe into a ground floor wall. Here, however, he was secured by the occupants of the floor and held until the policeman descended the stairs and secured him. On being charged before Mr. J. R. Wood at the Magistrate's yesterday he was sent to goal for one month.



## MARINERS AT VARIANCE.

## A HOTEL BAR QUARREL.

Mr. E. R. Halifax was engaged some little time at the Magistrate's yesterday hearing a summons brought by Captain J. Medley against Captain A. Jenkins of the s.s. *Taiwan*.

Mr. P. Sydenham Dixon, from the office of Mr. B. A. Harding, appeared for the complainant, and Mr. M. Reader Harris, of Messrs. Wilkinson & Grist, represented defendant.

Mr. Dixon informed the Court that on the 7th March his client was in the private bar of the Hongkong Hotel sitting at the table having a drink when the defendant came up and apparently without provocation struck him a blow on the mouth. The complainant asked the barman to get a policeman, but the latter could not do so, as he was busy. Complainant then washed himself, went to the Police Station, and laid this charge.

Captain Medley, called and sworn, said he was a master mariner employed. Between seven and eight p.m. on the 9th March he was having a refreshment by himself in the private bar of the Hongkong Hotel after having had supper at the Owl Grill Room. The defendant came into the bar, approached him, and witness was under the impression that he was going to speak to him about something. Instead of that he closed his fist and drove at him, striking him on the jaw, breaking a tooth, and driving two others into his lip.

Witness got up and asked him why he did it. He replied, "You are right up against me." Complainant had an idea what his intention was, but he went out to the lavatory and washed himself as his mouth was full of blood, and his hands were covered with it. Then he asked the bar-tender, Mr. Thompson, to get a policeman, which the latter refused to do, his reason apparently being that he did not want to have anybody arrested on the premises. Witness then went out himself to get a policeman, but when he returned the defendant had disappeared. It might be imagined that he was the worse for liquor, but he was not. He was very excited.

In cross-examination complainant said the last ship he was on was the *Aline Wernmann*. Prior to this he was on the *Hoi Ming*, which was Chinese owned. He left that berth because he did not approve of the Chinese methods.

Were you in the Hongkong Hotel yesterday morning?—I don't think it has anything to do with this case.

Were you drunk yesterday morning in the hotel bar?—I was not.

But you were in there?—Yes.

Proceeding, witness said he had supper at the Owl Grill Room on the previous night at about a quarter past seven. He was sitting down when the defendant struck him, and he had not spoken to Captain Jenkins prior to being struck. There were five friends of his in the bar and there must have been thirty people there at the time of the occurrence. He had been seventeen years a master, but had never had a command on the China coast, where he had been for some seven years.

Why haven't you got a command on the China coast?—There are lots of people looking for commands here, but they cannot get them.

I put it to you that before this happened you had a conversation with Captain Jenkins?—I never spoke to him.

Do you owe him any money?—I do not. He owes me money.

I also put it to you that prior to this blow you lounged at the defendant and attempted to strike him?—I did not.

His Worship—When you have an idea as to the cause of the trouble do you mean it was with regard to the ten dollars he says you owe him, or the twenty you say he owes you?—No. I am a witness against him in another case that is pending.

His Worship—What is the case?—A slander action in the Summary Court. He knows perfectly well what the case is.

His Worship—How did the defendant know you were a witness?—I don't know. He saw me in company with persons on the other side.

The third engineer of the *Zefiro* spoke to being in the private bar of the Hongkong Hotel on the night of 7th March. He saw complainant and walk into the bar and was in the company of Captain Jenkins and some friends at the time.

The defendant left that company and he next saw Captain Medley bleeding from the mouth. There was an argument between them as to a money matter. Captain Jenkins accused Captain Medley of owing him ten dollars, while Captain Medley said that the defendant owed him twenty dollars. Complainant then said he had been assaulted by Captain Jenkins, and the latter threatened to hit him again. Others sitting at the table took Captain Jenkins away.

Cross-examined by Mr. Harris:

There were three police in the bar when the assault occurred and they took no steps to arrest the defendant?—No.

Was Captain Medley walking about the bar shouting for a policeman?—No, he asked Mr. Thompson to get one.

Was he the worse for liquor?—I don't think so.

Why didn't the policeman take any notice?—I couldn't tell you.

If a man was walking about the bar half-murdered with blood all over his face and hands surely the police should have taken some steps?—I was told there were three police there.

Mr. F. Thompson, bar-tender at the Hongkong Hotel, stated that he was called into the bar between ten o'clock and a quarter past ten on the night of March 7th. Captain Medley asked him to get a policeman as he had been struck by Captain Jenkins. Witness told the complainant that he would have to call the police himself, as he had not seen the assault.

Complainant's under lip was slightly swollen. In cross-examination, witness said Captain Medley had been drinking and was not strictly sober.

Complainant and the defendant had an argument about some money, but the former did not go out to call a policeman. Neither complainant nor the defendant were in the bar between seven and eight o'clock that evening and nothing in connection with the present charge happened at that time.

This closed the case for the complainant. Mr. Harris for the defence said that his client was quite prepared to go the length of saying that he struck Captain Medley. He was going to give evidence and to call witnesses to prove that the complainant attempted to strike him and that he struck Captain Medley a blow on the mouth in self-defence. He was also going to prove that Captain Medley was intoxicated at the time and that this was more or less a trumped-up case. It was a case in which he could have issued a cross-summons, but he had not done so. The two parties should have gone outside and finished it altogether instead of bringing the whole thing before the public.

Captain Jenkins stated that he had been a master mariner for 28 or 30 years and had been in command for 20 years. He had only been fourteen months on the China coast when he secured a command. He was now master of the *Taiwan* and had never been discharged from a ship. On the night of March 7th he was in the private bar of the Hongkong Hotel at about ten o'clock or a little later. Shortly afterwards Capt. Medley entered by himself. Witness said that the complainant was under the influence of liquor and thought he might as well try to get his money back. Witness asked for it and Captain Medley told him to go away and wait.

The complainant was standing up at the time and made a blow at him which he eluded and struck in self-defence. After that the complainant kept running round the bar and singing out for a policeman, but no one took any notice of him. The complainant kept annoying him and witness told him to go away as he did not want to cause any further disturbance.

In cross-examination witness said that Captain Medley's mouth was bleeding, but he did not think he had given him a nasty knock. Where does the self-defence come in?—He attempted to strike me.

Why didn't you walk away?—I am not such a cur as that.

And you say he was under the influence of liquor?—Yes.

Then why did you go up and ask him for money?—Because he was having a good time with part of my money and that annoyed me. You knew he was a witness in a slander action pending against you?—I did not.

I put it to you you went up to him because you knew he was going to give evidence against you?—It is untrue.

You think the proper thing would have been to go outside and fight it out?—I don't suppose I should have refused.

Chief Engineer-room Artiller Keenan, of H.M.S. *Vivago*, told the Court he saw the complainant and the defendant standing up in the bar and arguing about something. All of a sudden Captain Medley struck out at Captain Jenkins and almost simultaneously Captain Jenkins struck out and hit Captain Medley on the mouth. After that Captain Medley shouted for the police and ran round, but nobody spoke to him.

After hearing further evidence, his Worship dismissed the summons.

## LOCAL SPORT.

## FIXTURES AT A GLANCE.

## LEAGUE CRICKET.

## R.G.A. v. H.K.C.C. "A."

Happy Valley, 2.15 p.m.

Civil Service v. Kowloon.

Happy Valley, 2 p.m.

## TEAMS.

Kowloon: J. P. Robinson, W. F. Brower,

W. Wessier, J. H. Mead, H. Spurge, W. T.

Elson, A. O. Brown, W. Curwen, Major E. B.

Chitty, F. Sutton and D. J. Mackenzie.

Civil Service: R. O. Hutchinson, captain; P.

R. Adams, L. E. Breit, E. W. Dawson, H. T.

Jackman, P. T. Lambie, J. McEwen, A. E. J.

Raven, A. R. Sutherland, H. M. Thornhill and

R. C. Widdell. Reserves: J. Mackay and A.

G. Pile.

H.K.C.C.—Hon. Dr. J. M. Atkinson, Dr.

Anbrey, J. Hall, W. M. Knott, P. Jack, E.

Irving, A. Mackenzie, H. R. Makin, R. Terry,

H. R. Wells and A. N. Othor.

## OTHER CRICKET.

H.K.C.C. v. Garrison.

Crick Ground, 1.20 p.m.

Craigagower Cracks v. Champions.

C.C.C.

H.K.C.C.—R. E. O. Bird, A. A. Claxton,

H. C. E. Hancock, W. Manning, R. E. H.

Oliver, T. E. Pearce, H. D. Sharpe, A. R.

Sutherland, W. C. Turner, A. H. Young and

A. N. Othor.

Craigagower:—The Cracks—Dr. F. H.

Kew (capt), H. H. Taylor, F. Rapp, A. Lind-

berg, H. Stainfield, W. Allen, H. Madar, S.

Sunderland, G. Rapp, A. Ellis, I. W. Kew, H.

Remedios, A. P. Samy, and M. A. Razak, re-

serves. The Champions—L. E. Lammer-

(capt), L. A. Ross, W. H. Vireath, P. Currie, C.

J. Higginbotham, J. D. Norris, S. B. Battilwar,

R. E. Lammer, R. A. Carvalho, H. Rapp, R.

Phillips, and W. H. Warroner. R. Basa, reserve.

## BOWLS.

Club Germania v. Hongkong.

## TEAMS.

This day's match in the Shield competi-

tion, which started last night, concludes to-

night. Teams:

Hongkong Club:—H. Humphreys (captain),

J. Hooper, J. H. Kemp, W. S. Brown,

G. D. McIlraith, S. P. Warbrook, P. H. King,

and R. O. Hutchinson.

Club Germania:—B. Schwandens (captain),

O. Wagner, O. Meyer, H. Wernisch, A.

Rombach, W. Seydler, F. Martin, and O.

Wiesinger.

## LAWN TENNIS.

The tournament on the courts of the H. K.

C. C. C. is proceeding apace. In the semi-final

round, G. D. McIlraith, S. P. Warbrook, P. H. King,

6-3, 6-2 and S. E. Green beat

6-3, 6-4, 3-6, 6-6, 6-2.

H. Bevan has won the handicap competi-

tion in the Wigwam Club. He is also a finalist

in the championship, having to meet W. F. Brower.

## RACQUETS.

W. Waterhouse and Lt. H. G. Bagnall are

finalists in the racquets championship com-

petition. The winner will have to play H.

Hancock, the 1909 champion.

## ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the

Happy Valley from the 2nd to 4th April with

the following results:—

Gross Handicap Net

A. Mackenzie ... 95 16 79

Hon. Mr. Gresson ... 92 16 80

H. Flinkey ... 93 12 81

Major Macdonald ... 92 10 82

J. Clark ... 85 2 83

Commander Penfold ... 93 10 83

Capt. Spier ... 94 9 85

Winner of Cup. 35 Entries.

POOL

Gross Handicap Net

A. Mackenzie ... 95 16 79

Hon. Mr. Gresson ... 92 16 80

H. Flinkey ... 93 12 81

Major Macdonald ... 92 10 82

J. Clark ... 85 2 83

Commander Penfold ... 93 10 83

Capt. Spier ... 94 9 85

Winner of Pool. 41 Entries.

LADIES' RIFLE ASSOCIATION.

The programme of the annual shooting

meeting to be held on April 11th, 13th, and

14th is as under:—

1—75 yards Scratch Competition.

2—75 yards Handicap Competition.

3—50 yards Handicap Competition.

4—50 yards Handicap Competition.

5—The D. A. S. H. encouragement prize

50 yards Handicap.

6—Aggregate Competition.

7—Jockey Club Challenge Cup.

8—The competition for most bulls scored

throughout the meeting.

9—Osgood Prize.

10—Osgood Challenge Cup.

11—Affinity Competition.

AMATEUR BILLIARD

CHAMPIONSHIP.

Second Round.

LEUNG v. THEATRONE.

The largest crowd yet present to witness a

game in the above competition turned out last

night. The first game was between Leung

Kam Kwong and Gunner Theatrone. At the

commencement of operations the balls ran

awkwardly for both players and in consequence

scoring was slow. However, were even till 150

was scored and then Leung gradually left his

opponent behind, eventually winning by 162

points. The scores were: Leung, 500; Theatrone,

338. The best breaks were: Leung, 17,

16, 19, 22, 38, 35, 25, 51 and 20; Theatrone,

18, 19, 15, 24, 18, 27.

## THE ESPIONAGE CASE IN

## THE PHILIPPINES.

We were informed the other day by Renter

that the two Japanese arrested by the military

authorities for securing photographs of the

fortifications at Corrigidor had been released

on the instructions of the Secretary for War, and

deported to Formosa. The *Cablenews-American*

asserts that the men were not deported, but

that "their departure was arranged by the

Japanese Consul in Manila acting as the re-

presentative of the good element in the

Japanese colony, and not as the representative

of Japan." The two Japanese were passengers

on the *Redo Maru*, which left Manila on

Tuesday bound for Iloilo, Formosa, where the

two will take a steamer for their native

land.

The following return to the writ of *habeas*

corpus was made on Tuesday morning by

General Durall, through his counsel, Mr.

Lamier, of the Attorney-General's office:—

"Comes now the respondent William P. Durall,

Major-General of the United States Army, com-

manding the Division of the Philippines, by A. S.

Lamier, Assistant Attorney-General of the

United States, and makes return to the order

dated April 4th, 1910, hereto attached, as

follows:

"That the said Kenkichi Kawada and Shiroki

Suganami, the persons named in the petition

filed in the above entitled proceedings were re-

leased by order of the respondent, pursuant to

instructions from the Secretary of War of the

United States of America, Sunday night, and

are therefore not now in his custody or power

or under his restraint."

## SHIPPING COMPETITION

## AT MANILA.

## FREIGHT DECLINES 20s.

With the appearance of the "Clan" line

freighters as competitors in the hemp carrying

trade between the Philippines and Europe,

hemp rates from Manila to the United Kingdom

have dropped from 70 shillings to 50 shillings

per ton. As a result, the exportations to

Europe, it is anticipated, will largely

increase in the near future.

Hemp freight rates, owing to the shipping

depression of the past two years and the lack of

competition, have steadily advanced from 40

shillings to 70 shillings per ton. They remained

at the latter figure since the past four

months and the almost prohibitive rate has been

a factor in inducing exporters to ship hemp to

the Atlantic coast of the United States. The

rate to New York, that is, for a longer haulage,

being lower than that to the United Kingdom.

The next vessel of the "Clan" line which is

to lead a full cargo of hemp at this port for the

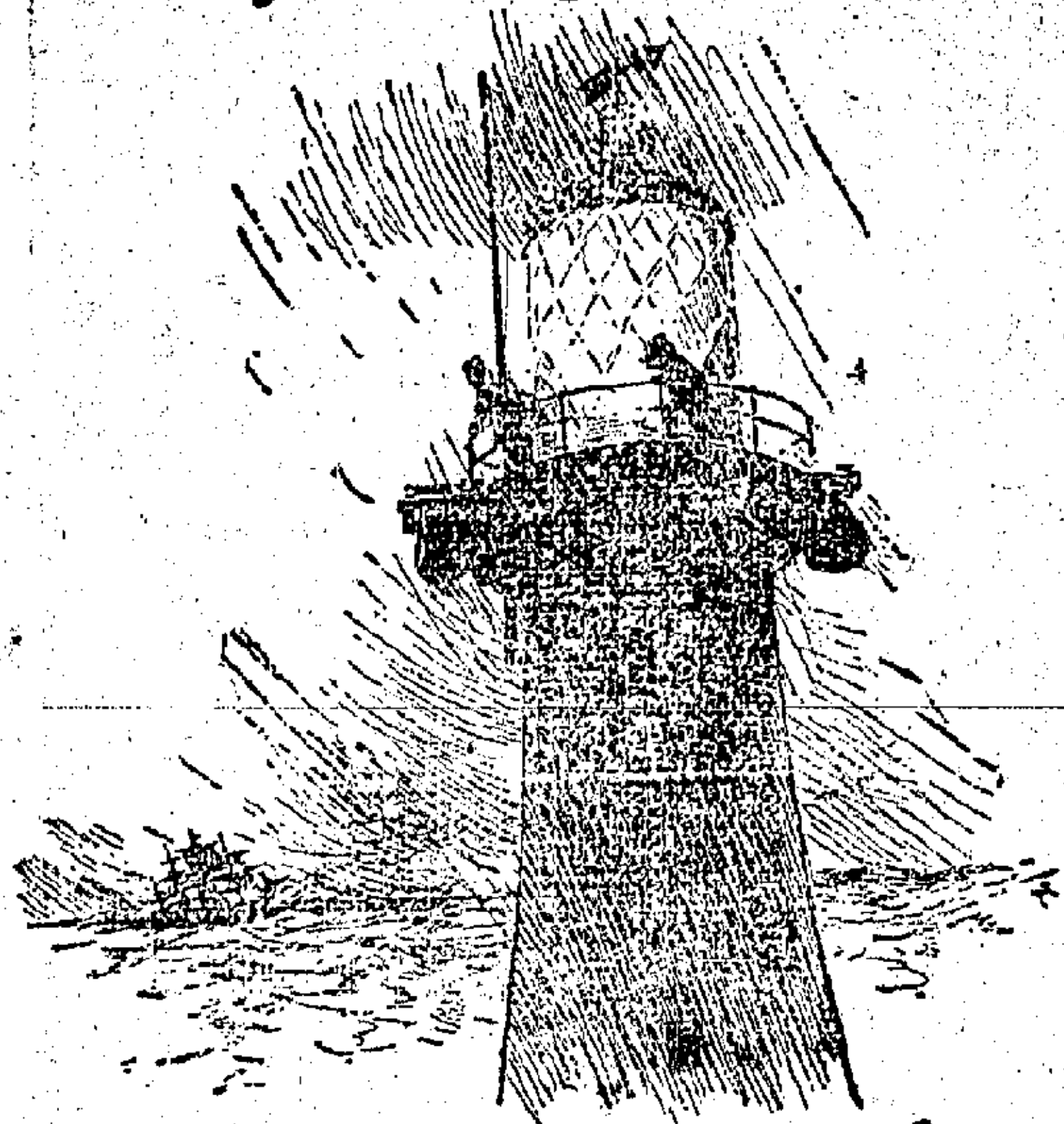
United Kingdom is expected to arrive at







## The Eddystone Lighthouse Keeper



## Nervous Depression, Sleeplessness, Neuralgia, Rheumatic Cramps—

Because he has benefited so tremendously by taking Phosferine, Mr. Francis Warder, head keeper of the Eddystone Lighthouse, now realises that until he took "the Greatest of all Tonics," the best time of life was slipping away in ill-health. Disorders came so gradually that he was resigned to consider it natural to be getting a bit stiff, not sleeping soundly, or eating so heartily, and somehow not able to enjoy things.

The overpowering depression which Phosferine dispelled, had been slowly accumulating during the 33 years of Mr. Warder's vigilant custody of lighthouses, when the long, lonely spells of duty, the unvarying monotony, the nervous strain of his responsibility, dulled and tired his very senses. The lost vigour is now regained, and Mr. Warder declares he is as active, hardy, and lively since taking Phosferine, as he was ten years back.

## Completely and Easily Cured.

Mr. Francis William Warder, principal keeper, Eddystone Lighthouse, writes:—"I have read what John Haylett, the Caister lifeboat coxswain, thinks of Phosferine, and I feel you would be glad to know what a lot of real good your famous tonic has done in my case. My occupation is monotonous and lonely, and in rough weather, having to be always on the watch, I suffered a great deal from loss of sleep, and, even when tired out, could get no real rest owing to stiffness and rheumatic cramps. After trying to stave this off for some time and only getting worse, I got some Phosferine and felt relief from the first dose. I can tell you it is just a marvel how well and fine I feel now, all the rheumatism and neuralgia has gone, and I have a grand hearty appetite, steady nerves, and sleep well. Why to tell the truth, I feel as active, hardy, and lively since taking Phosferine as I was ten years or so back, and it's wonderful, it is indeed, how Phosferine holds a man together."—June 7, 1909.

## PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility    Neuritis    Lumbago    Backache  
Indigestion    Neuralgia    Rheumatism    Headache  
Sleeplessness    Mental Exhaustion    Brain-Pain    Hysteria  
and all disorders consequent upon a reduced state of the nervous system.



## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Spain  
H.M. the King of Greece  
And the Principal Royalty and Aristocracy throughout the World.  
Sole Importers: Ashton & Parsons, Ltd., 10, Abchurch Lane, London, E.C. 4.  
Price in Great Britain, 1/6 per bottle, 4/6 per six bottles, 10/6 per dozen.  
The 1/6 size contains nearly four times the 1/24 size.

BY APPOINTMENT TO HIS MAJESTY THE KING.

## BOVRIL

Tempt you to Eat and Feeds you.

Whether at home, at the office, in the restaurant, or in the theatre, a cup of Bovril is easily and quickly procured.

ALWAYS INSIST UPON BOVRIL,  
AND SEE THAT YOU GET IT.

## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDERBICK, MACGREGOR & Co., HONGKONG.

## HONGKONG TO CHANGING CROSS VIA SIBERIA.

As so many have asked me concerning my journey home last year, I thought it might be useful to detail an account of the itinerary. This will also be useful for comparison sake, as undoubtedly are long the journey will be considerably shortened both as to time and distance, not to mention the Kowloon to Peking route via Hankow, the new Peking to Kalgan line will be long be linked on to the Vladivostok to Moscow route. I am informed that the junction will be at Kharilair, and for those who wish to visit St. Petersburg Russian trains are already running from Tobolsk to St. Petersburg.

Briefly, we left Hongkong on May 4th, 1909, at 1.45 p.m., and arrived at Chang Cross at 10 p.m. on May 24th.

Out of that time we had 36 hours at Shanghai, 16 hours at Dally, 5 hours at Moscow, and 12 hours at St. Petersburg, roughly, three days, so that had it been possible to make all the connections the journey, even in 1909, would have been reduced to 17 days.

It was a wet close day on the 4th May when we left Hongkong on board the Pacific Mail s.s. Siberia for Shanghai. Notwithstanding the foggy weather we arrived at Woosung early on the morning of the 7th inst., boarded the tender at 9 a.m. and reached the Bund at 10 a.m. We took up our quarters at the Astor House Hotel, and were able to see the off-day of the Spring Race Meeting on the 8th inst., when John Johnston won the Steeplechase very closely on the good old China pony Cotswold. The temperature, which was about 72 deg. Fah. in Hongkong, was nearer the nineties at Shanghai that afternoon.

At 10 p.m. that night we boarded the s.s. Kobe Maru and left shortly afterwards for Dally. On the 9th inst. it became much colder; there was a distinct fall in the barometer and the temperature dropped to 52 deg. Fah.

We arrived at Dally at 7 p.m. on the 10th inst.; it was raining, but carriages were waiting the boat, and we were soon at Yamoto's Hotel, where we spent the night.

May 11th. Left Dally at 11.15 a.m. by the Southern Manchuria Railway for Kwan-chengtan, a distance of 438 miles. This line practically passes through the battlefields of the late Russo-Japanese War. On the evening of that day we passed Liangyang (206 miles), this is the oldest town in Manchuria, as is shown by the Lama tower, which is over 1600 years old. In the battle of Liangyang, fought on 30th August 4th-Sept., 1904, General Kuropatkin effected his masterly retreat.

Sha Ho (231 miles). During the long winter months of 1904-5, the two opposing armies were facing each other, the river Sha Ho between them, till the decisive battle of Mukden was fought.

Mukden (247 miles). Here we were joined by the passengers from Peking who had travelled by the Great Northern Railway via Tientsin and Shanghai.

May 12th. Arrived at Kwan-chengtan (Chang-chun) at 4.30 a.m. This town is located in the south-west of the Kirin province and forms the junction of the Russian and the Southern Manchuria Railways.

We changed here into the Russian train for Harbin and left at 6 a.m. This is a very unpleasant line, the carriages are very inferior to those on the Southern Manchuria Railway, and it was overcrowded, many of the first-class passengers having to be content with second class accommodation. The only refreshments we could get this day was at Chien Pen Fu, where we had a bowl of Russian broth, "boch" they call it, I believe, anyhow it was very comforting.

We were thankful to arrive at Harbin at 4 p.m. We had expected a two to three hours' stop here, but when we arrived the Moscow train was already in the station awaiting us. It was a rare hurry-scurry to get our tickets visé and our baggage transferred, as the train left at 4.30 p.m.

In the rush several of the passengers lost some of their baggage, one lady being particularly unfortunate in losing all hers.

One must remember to allow for the difference in the Russian time, otherwise one night will get left here.

May 13th. Awoke at 4 a.m. to find it quite cold, snow lying on the ground. We had during the night ascended some 4,000 feet. At 8 a.m. we were at a 5,800 feet altitude, according to my aneroid, and the temperature in the train was 60 deg. Fah.

We arrived at Kharilair at 10.45 a.m. There was a stop here to allow of us taking some exercise; it was very cold, temperature 52 deg. Fah., and a keen wind blowing. This afternoon at 3 p.m. we arrived at the border town between Russian and Chinese Siberia; here the first Customs examination of the baggage in the guard's van was made.

One unfortunate American traveller who had some Japanese walking sword-sticks was considerably chivvied; eventually the sticks were placed in one of his large trunks, which had to be sealed and locked and must not on any account be opened before he had left Russian territory. Here the clock was put back 1½ hours.

May 14th. At 7 a.m. we were at an altitude of 3,700 ft.; the water was all frozen over, the country covered with pine forests. Yesterday we saw plenty of prairie dogs and some pheasants and deer. It was very cold. At noon we stopped at a place called Khilok for exercise; snow was now falling. In the afternoon we were gradually descending, and at 6 p.m. were only some 2,100 ft. high. Most of the afternoon we had been traversing an uncultivated plateau with pine trees here and there. Just before dinner there was a jolt and the train slowed down. We afterwards ascertained that we had practically decapitated an unfortunate drunken peasant who had wandered on to the line. At midnight there was the second Customs examination.

May 15th. Up at 4 a.m. to find snow lying on the ground. We were now approaching Lake Baikal.

When daylight broke it was a lovely sight. We were skirting the lake, which was still partially frozen over; the surrounding mountains were capped with snow, and this with the sun shining on them formed a picture never to be forgotten. The fir trees were just showing their young spring shoots.

At 9.15 a.m. we arrived at Irkutsk, where we changed trains. This is a very simple process: you just step across the platform from one train to the other. Here we were only some 1,400 feet above sea level. We had time here to buy some caviare and precious stones. This train was very much better than the one from Harbin, e.g., the lavatories were much more clean and sweet.

During the day we ascended again to some 2,500 feet; country much the same: pine forests, &c., with snow still lying on the ground. At night the country was lit up by a large forest fire.

May 16th. At 10.30 a.m. we stopped at a station for some 15 minutes; wind quite cold; still inclined to snow. Took a photo of a group of Russian peasants. This evening at 7 p.m. we arrived at Krasnoyarsk; we were here now only some 500 feet up. This is a town with some 40,000 inhabitants. After this the line again ascended to some 1,500 ft. The country passed through to-day was slightly inhabited; more agricultural, not so many fir trees.

May 17th. Taija passed at 10.30 a.m. This is the junction for Tomsk. Rain-fell during the previous night, much snow still lying on the ground though, country very bleak. Temperature in compartment 70 deg. F. Evening about 7 p.m. passed Obi on the Yenisei river.

May 18th. Omsk at 9 a.m. This is another large town, of some 55,000 inhabitants. We stayed here for a while and bought some bracelets, pendants, &c.; about 2 p.m. stopped at a small station and bought some large marmosets. To-day the first mishap occurred—viz., the fusing of one of the axle bearings of our carriage. We were now passing through an agricultural district with very good soil.

May 19th. During the previous night we had crossed the Ural Mountains. At 9 a.m. we were still some 1,800 ft. high. Much prettier country now; we were again delayed here by the new axle bearing getting overheated. The country passed through to-day resembled one more of Switzerland.

Delayed again from 4.30 p.m. to 6.30 p.m. to allow of a new wheel being fixed to our carriage. At 7.30 we were practically down to sea level, being only at a 150 ft. altitude.

May 20th. At breakfast this morning heard we were 9 hours late; expect therefore to reach Moscow about 5 p.m. on Friday (21st). It was raining during the night, but decidedly warmer.

Yesterday we passed Tobolsk. This place is a junction where trains can be taken direct to St. Petersburg.

At 5.40 p.m. passed Samara; still raining. 1,400 metres long. This day train after train passed us, going East, full of emigrants. These are employed during the summer to gather the harvest, and they return before the winter. As many as twenty such trains must have passed us. This evening traversed a country full of flowers, at each of the stations bunches of lilies of the valley could be bought for a few copecks.

May 21st. Colder this morning. Arrived at Moscow at 4 p.m., too late to catch the connecting train through Warsaw for England.

It was raining and very cold. As one of our party was ill three of us decided to take the night train to St. Petersburg and catch the Nord Express from there on Saturday night. Accordingly we went to the Wagon Lits office, booked our tickets for St. Petersburg and afterwards visited the Kremlin. Moscow is a beautiful city and well worth staying at for a couple of days or more. Left Moscow by the night train for St. Petersburg, where we

## FREE BOOK TO THE DEAF.

If you are Deaf you need remain Deaf no longer, unless your trouble dates from birth or that your sense of hearing is totally paralyzed. I will enable you to hear as well and as distinctly as anybody could wish. I am sure of this, because I cured myself in just the same way. I long since noticed that it was possible for me to hear people quite plainly when they were speaking over the "phone," whereas in a room it was difficult for me to follow them. This fact caused me to study and experiment in the matter in all its bearings, and finally the result of my efforts was the invention of the Ear-Phone. This I can best describe and briefly as a Miniature Wireless Telephone. I found that with the Ear-Phone I could hear perfectly. All roarings in the head ceased. I no longer had to strain or to ask my friends to repeat their remarks. My hearing was as good as in the days of my youth. Moreover, it was simple to wear, quite invisible, absolutely safe and caused no discomfort whatever. And so I have been encouraged to make my invention known to a wider circle. You cannot judge the value of the Ear-Phone by what you have seen or experienced of any other device. It concentrates the sound waves on the Eardrum, and to the "Hard of Hearing" it acts much as a pair of spectacles act to the eyes of the short-sighted. Now if you are a sufferer from defective hearing I need hardly say how very pleased I shall be to have you write me on the subject, and give me particulars of your case. Naturally, I am very interested in all such cases, and if you would care to peruse a book I have written upon Deafness and Ear-Trouble, and how such complaints are at once relieved by the use of the Ear-Phone, I will send you along a copy by return. I think it will interest you, and therefore I will send you a copy of my book. I am earnestly desirous of doing anything in my power to help any man, woman or child in this country, suffering from deafness, to recover, as I did, this most precious gift of hearing.

If you will write to Professor Hoffmann, at Dept. 114, 24, Duke Street, Oxford Street, London, W., I will send you at once, post free and gratis, a copy of my illustrated book "The Sense of Hearing: How it is Impaired and how it may be Restored." All who have read my book say it is the most interesting and helpful book ever written for the Deaf and "Hard of Hearing."

arrived at 9.20 a.m. on the morning of the 22nd May. As this was St. Nicolas Day, all the banks, &c., were closed. However, we spent the day in seeing the sights, visiting the Cathedral D'Ysaac, the Winter Palace, the Fortress of St. Peter and St. Paul, and the Marble Palace. We returned to the Hotel D'Angleterre, where we were very well treated, by 4 p.m. It was very cold, temperature 3 deg. Réaumur.

We left St. Petersburg at 6 p.m., travelling by the Nord Express, which is an excellent train, direct to Ostend.

May 23rd, at 11 a.m., we crossed the German frontier at Wirballen, where another Customs examination took place. We here changed trains. Kouigsberg was passed at 1 p.m., and here we had a sight of the Baltic Sea. We passed through Berlin at 10.45 p.m.

May 24th, Cologne at 8 a.m., we here crossed the Rhine. At 1.55 a.m. we crossed the Belgian frontier at Herbesthal, and then passed through the Ardennes. Very pretty country between this and Liege, where we arrived at 10 a.m. Here one of our party who was going on to Paris left us. The country was lovely, the lilac, chestnut and fruit trees all being in blossom. We arrived at Brussels at 11.27 a.m.; shortly after we passed through Bruges and reached Ostend at 1 p.m.

We boarded the s.s. Ville de Dover at 2.30 p.m. and arrived at Dover at 7.30 p.m. and trained to Charing Cross, where we arrived at 10 p.m., just 52 hours from the time we left St. Petersburg.

As regards expenses, counting the Japanese yen and Russian roubles as dollars, they were as follows:—

1 Passport	...	78.30
1 First class ticket per P.M. s.s. Siberia	...	66.00
Hongkong to Shanghai	...	66.00
1 First class ticket per s.s. Kobe Maru	...	40.00
Harbin, including sleeping berth and express fare	£ 4. 15. 0	
1 Second class ticket Harbin-Moscow per International Train de Luxe	...	2. 5. 0
	...	226. 5. 0
@ 1/9 3/8	...	=291.93
1 First class ticket Moscow to St. Petersburg	...	20.42
1 First class ticket "Nord Express" St. Petersburg to London	...	150.77
	...	\$75.92

Obtain sufficient yen to pay expenses over Southern Manchurian Railway; also get sufficient rouble money to take you through Russia. We obtained 200 each at the Russo-Chinese Bank in Shanghai. Do not rely on a letter of credit, as you may reach a town on a holiday, a Saint's day or a Sunday and have to wait over and thereby miss the connection.

You will not get any refreshments, excepting "boch," on the Russian line between Kwan-chengtan (Chang-Chun) and Harbin, so take some food with you. At Moscow the National Hotel or the Hotel Metropole are very good; porters and bus meet all trains.

Take some large bath towels and a big sponge and use the lavatory as a bath room. You must also take your own soap and some disinfectant, preferably a bottle of Jeyes' fluid.

J. M. ATKINSON.  
Hongkong, April 6th, 1910.

## LONDON AND CHINA SYNDICATE.

Reuter's Agency learns that through the intervention of the British Foreign Office an agreement has been reached between the Chinese Government and the London and China Syndicate whereby China, for the sum of £52,000, will buy back from the syndicate the concession which it obtained for the working of the Anhui-Tungkuanshan Mines.

The concession secured under Imperial edict, and the syndicate had 400 men at work in the mines. It soon became evident that the concession was extremely valuable, there being about 6,500,000 tons of iron ore in sight, valued at £836,000. The Chinese Government in view of the value of the concession as revealed by the working of the syndicate, endeavoured to throw obstacles in the way of the syndicate, and for four years attempted to prevent the export of ore. The Chinese then, in view of protests from the syndicate, suggested a working arrangement, which, however, the Throns refused to ratify.

Sir John Lister Kaye proceeded to Peking to negotiate for the surrender of the concession. He refused an offer of £50,000, and the matter was then taken up by the Foreign Office, which has now succeeded in obtaining from the Chinese Government £2,000 more than it originally offered. The payment of £52,000 by the Chinese Government is to be made at once.

## WRIGHT AND GREIG'S "PREMIER"

got at home in Scotland.—Advt.

[348]

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

A French Remedy for all irregularities of the system. It is the only medicine that acts on the liver and regulates the flow of bile, thus restoring the system to its normal state. It is the only medicine that acts on the liver and regulates the flow of bile, thus restoring the system to its normal state. It is the only medicine that acts on the liver and regulates the flow of bile, thus restoring the system to its normal state.

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

## A CONVINCING EXPERIMENT.

Dr. Sabouraud, of the Pasteur Institute, Paris, France, inoculated a rabbit with human dandruff germs, and "in between five and six weeks," says the official report of the Pasteur Institute, "the rabbit was completely denuded, in fact, it had become entirely bald."

This experiment proves that dandruff is a contagious disease due to the presence of a microbe growth in the sebaceous glands of the scalp. It also proves that unless the formation of dandruff is stopped—by destroying the dandruff germ—that it will lead to falling hair and incurable baldness.

## NEWBRO'S HERPICIDE

Is the ORIGINAL remedy that kills the dandruff germ, and its success in the treatment of dandruff, itching scalp and falling hair is oft times little short of marvellous. Send for booklet.

AT DRUG STORES.—Send 10 Cents in Stamps to The HERPICIDE Co., Dept. N., Detroit, Mich., for a Sample.

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OF SEAS AND RIVER STRAMERS.  
Book is printed from New Type specially  
for the purpose, and uniformity in every  
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engraved by one of the most eminent  
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all of the following—  
**CHARTERED PLATE OF FLAGSHIP OF FOREIGN HONGKONG**  
**AND THE FAR EAST**  
**OF YOKOHAMA** Japan  
**OF KORE AND HYOGO**  
**OF FOREIGN SETTLEMENTS, TIENTSIN**  
**OF TINGTAU (KIAOCHAU)**  
**OF FOREIGN CONCESSION, SHANGHAI**  
**OF HONGKOW (SHANGHAI) with Inset**  
**showing the EXTENDED SETTLEMENT**  
**OF PLAN OF NEW CITY OF VICTORIA**  
**OF NEW TERRITORY (KOWLOON)**  
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**OF MANILA**  
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of each half century in the Far East together  
with all of the most important Treaties  
entered into with the Governments of Eastern Asia  
together with the Statutes of the various  
Colonies of Commerce, Codes of Criminal Law,  
and Court Fees, Hongkong's Special  
Postal Guide, Signal Codes, Chinese  
Tables of Money, Weights and  
Measures, and other Commercial Information

it was originally published.

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## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, MARCH 31.

## NOTICES TO CONSIGNEES

FROM NEW YORK.

**THE H.A.L. Steamship**

Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before 10 days of the steamer's arrival here, after which date of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 14th inst. at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 5th April, 1910. [499]

NORDEUTSCHER LLOYD BREMEN  
GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

**THE Steamship**

**"GOEBEN,"**

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 a.m.

All Claims must reach us before the 18th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo  
Ex. S.S. "AACHEN" from Rio de Janeiro.  
Ex. S.S. "SCUTARI" from Smyrna.  
Ex. S.S. "CANZANO" from Venice.  
Ex. S.S. "KARLOV" from Zanzibar.

NORDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.  
Hongkong, 7th April, 1910. [5]

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

THE P. &amp; O. S. N. Co.'s Steamer

"NORSE"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees at an appointed time.

The Company's representatives at an appointed time.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 7th April, 1910. [1]

NAVIGAZIONE GENERALE ITALIANA.

(Torio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading.

Optional Cargo will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees at an appointed time.

The Company's representatives at an appointed time.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 7th April, 1910. [4]

VISITORS TO CANTON,  
FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER.

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price ... .. \$1.75

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Hongkong: "DAILY PRESS" Office.  
Messrs. KERRY & WALSH.  
Messrs. BROWN & CO.  
Canton: Messrs. A. S. WATSON & CO.

Hongkong, 4th October, 1909.

MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Com. A. Lowndes, Shanghai.

Astrea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Hongkong.

Bedford, 1st class cruiser, Capt. E. S. Fisher, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donnan, Hongkong.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.

Cherub, water tank and tug, 390 tons, 500 i.h.p., Master S. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. O. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 510 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. E. Lloyd, Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Shanghai.

Handy, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Gay, Hongkong.

Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. S. R. J. Farquhar, Hongkong.

Kinsale, river gunboat, 616 tons, Lieut. Comdr. T. J. B. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. Learmonth, Hongkong.

Mintaur, 1st class cruiser, 14,600 tons, Capt. G. C. Cayley, Hongkong.

Monmouth, cruiser, 9,800 tons, Capt. L. E. Power, M.V.O. Medal.

Moonraker, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leith, Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Boy, R.N., Yangtze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 i.h.p., Comdr. E. Stevenson, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. E. Southby, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.

Taka, torpedo boat destroyer, Gunner W. Barlow, R.N., Hongkong.

Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. Atlay, Yangtze.

Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 h.p., Lt. Comdr. C. A. Fremantle, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. R. L. Hancock, Hongkong.

Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Hongkong.

Widgeon, gunboat, 185 tons, 2 guns, 800 h.p., Lieut. Comdr. John F. Knox, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. H. Wilding, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

Lieut. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, Freigatekapitan Oskar Haas, Northern Waters.

Panther, third class cruiser, 1,530 tons, Freigatekapitan, Theodor Skori Edl. von Schmidtheim.

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 10 guns, 5,100 h.p., Commander Fontaine, Hongkong.

Alouette, gunboat, 500 tons, 7 guns, 400 h.p., Commander Badin, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Amiot, Hongkong.

Beimont, gunboat, 140 tons, Reserve, Saigon.

Chimera, gunboat, 184 tons, Reserve, Saigon.

Cicada, gunboat, 630 tons, 10 guns, 800 h.p., Lieut. de Lamar, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

Desaix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

D'Est, river gunboat, 140 tons, Reserve, Haiphong.

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.

Frons, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Rivière, river gunboat, 150 tons, 6 guns, 150 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marra, Saigon.

Mouton, armoured cruiser, (flagship) 6,367 tons, 26 guns, 18,800 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Mouquet, destroyer, 1,625 tons, 10 guns, 10,000 h.p., Commander Bagot de la Touche, Saigon.

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.

Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze.

Paiho, river gunboat, 150 tons, 4 guns, 280 h.p., Lieut. Fuchs, Tonkin.

Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Redoubtable, battleship (reserve), 9,330 tons, 37 guns, 20,000 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.

Talon, destroyer, 280 tons, 6 guns, 6,500 h.p., Lieut. de la Roche Kerandron, Saigon.

Vaulon, torpedo-depot, Commander Mortenol, Hongkong.

Vétéran, torpedo-depot, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumontin, Sikkim.

GERMAN.

Arcona, cruiser, 2,719 tons, Captain von Hippel.

Hitt, gunboat, 1,000 tons, 10 guns, 1,800 h.p., Captain Lais.

Jaguar, gunboat, 900 tons, 10 guns, 1,800 h.p., Captain Lais.

Leipzig, cruiser, 850 tons, 10 guns, 1,344 h.p., Captain Balke.

Scharnhorst, armoured cruiser (flagship), 11,420 tons, 52 guns, 26,000 h.p., Captain Zuercher.

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.

"Tiger" boat "go," Captain Lieut. Heydon.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.

Teufel, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Koss.

Vaterland, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Toussaint.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maria Casanova di Jersico.

Puglia, protected cruiser, 2,498 tons, 26 guns, 4,000 h.p., Capitano Gualini Vicoconti Marchese Lorenzo.

PORTUGUESE.

Patria, gunboat, 700 tons, Captain J. A. Rêzo.

Reina D. Amelia, cruiser, 1,600 tons, Captain G. Lima.

Vasco da Gama, cruiser, 2,030 tons, Captain Augusto José de Almeida.

UNITED STATES.

Barry, destroyer, 420 tons, Ens. Edmund S. Root, Cavite.

Caldes, gunboat, 243 tons, E. & J. R. Morrison, Hongkong.

Chamuse, destroyer, 420 tons, Ens. I. N. McNeil, Cavite.

Chatanooga, cruiser, 3,200 tons, Commander Cleveland, Hongkong.

Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Hongkong.

Charleston, battleship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Hongkong.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael, Cavite.

Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagelhart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander John A. Hoenes, Manila.

Helen, gunboat, 1,392 tons, Comdr. Reuben B. Bittor, Shanghai.

Mohican (station ship), Commander G. B. Balleby, Olongapo.

Pennsylvania, armoured cruiser, 13,850 tons, Capt. A. Ward, Cruising.

Rainbow (Rear-Admiral Hamphill's flagship), Comdr. E. E. Wright, Shanghai.

Villalobos, gunboat, 370 tons, Lt. A. Andrews, Hongkong.

Wilmington, gunboat, 1,800 tons, Comdr. Edward Lloyd, Hongkong.

Araya, gunboat, Lieut. Comdr. Matt H. Signor.

Mindoro, gunboat, Lieut. George M. Baum.

Paraguay, gunboat, Ensign Roy L. Stiles.

Samar, gunboat, Ensign W. G. I. Stiles.

Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend.

Porpoise, 125 tons, 160 h.p., Ens. Kanneh.

Whiting, 125 tons, 160 h.p., Ensign Theodore E. Ellyson.

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AVERAGE MARKET PRICES.

March 31st, 1910.

The Prices are given in Dollar Centa.

Butcher's Meat.

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SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.



## Indigestion and Catarrh.

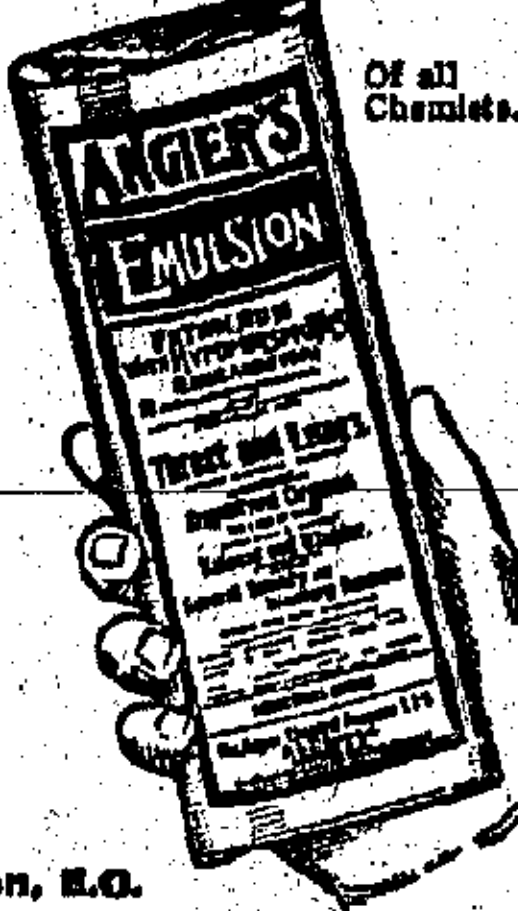
40 Kentish Road, Handsworth, Birmingham.  
Dear Sirs.—It is now about five years since Angier's Emulsion was recommended to me by a doctor, and I have found it invaluable for indigestion and stomach catarrh, as well as for toning up the system. I was very much run down when I first took it, but improved immediately, and gained in weight 15 lb. in twelve weeks. I have recommended the Emulsion to several of my friends for various complaints, with good results. It proved especially good for a friend who suffers from inflammation of the bowels, who was completely cured, and has been at work regularly ever since.  
(Signed) F. THOMPSON.

## Angier's Emulsion

HEALING AND STRENGTHENING.

Angier's Emulsion soothes the mucous membrane of the stomach and intestines, arrests fermentation, checks bacterial growth, and promotes normal, healthy action of the bowels. It is a splendid tonic to appetite and digestion and it builds up health and strength. Doctors prescribe it for chronic indigestion, nervous dyspepsia, stomach and intestinal catarrh, chronic diarrhoea, etc. It has cured many obscure cases after other remedies had failed. Angier's Emulsion is also invaluable for the relief and cure of coughs and lung affections.

ANGIER CHEMICAL CO., Ltd.,  
55 Clerkenwell Road, London, E.C.



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Root and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

BUY IT TO-DAY  
From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]



## TWO ESCAPES OF A CHARMING PERFORMER.

ONE A STAGE INCIDENT; THE OTHER A REAL DANGER IN PRIVATE LIFE.

THE DOCTOR'S RECOGNITION OF THE VALUE IN SEVERE NERVOUS BREAKDOWN, OF DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

For some months past audiences at the prominent places of entertainment in Great Britain have been mystified and astonished by the performance of an attractive young artist who appears under the name of Minerva. Her unique feat consists in being, to borrow a familiar phrase, "looked, barred and bolted" whilst handcuffed and shackled with iron, in a barrel filled with water, from which she escapes in a way that justifies a revision of the old proverb to read "Love and Minerva laugh at locksmiths."

The other side of the picture is no less thrilling, concerning, as it does, the private life of this clever performer. It discloses at what cost of nervous and muscular energy such daring feats are performed.

"In November, 1907," Minerva said, recounting her experience to a London journalist recently, "I became so ill while performing in New York that I feared I should have to cancel all engagements. That meant a gloomy outlook for many months ahead. Such a case would have cost me a great deal, for I was booked through the States, Britain and the Continent.

"My trouble was sheer Nervous Breakdown. The indications were troublesome at first; then they developed into real agony. I had to face my audiences; and submit to very rough handling when it came to being handcuffed and shackled, while suffering from violent headaches and acute nervous tension. Sometimes such extreme nervousness seized me that I felt I could not carry through my performance. I lost confidence in myself and became so flustered that I was haunted by the fear of an accident during the course of my water-trick. Of course from the beginning of these troubles I had consulted the very best doctors. I stood to lose too much if my health failed, to be able to neglect getting expert opinion. I should only weary you by reciting a list of the medicines the doctors gave me, but I can honestly say that at last every performance had to be carried through by an almost superhuman effort.

"Then each day my nerves lapsed more and more. Powerful tonics failed to brace me, and when the effects had passed off, I fell into hysterical fits, and without real reason would burst into tears. Thus I would remain, agitated and exhausted, worrying how I should get through the next performance.

DR. WILLIAMS' PINK PILLS.



MINERVA'S UNIQUE FEAT.

"These nervous troubles so affected my strength and system that my act came out in handshakes, a very usual sign of weakness with my act. My face became pale and haggard looking, and I felt years beyond my age. Medicine had ruined my appetite and digestion.

"When my complaint seemed to be getting beyond treatment, I was recommended to an eminent New York doctor, who specializes in Anemia and Nervous Troubles. He told me that as I was on tour I could not do better than rely upon a steady course of Dr. Williams' Pink Pills, which I could obtain in any city. And this proved the most effective prescription that any doctor could give a patient.

"I purchased a supply of Dr. Williams' Pink Pills at once, and took regular doses as directed. Very little benefit was felt until I had taken a few bottles of the Pills, but after about the fourth bottle I began to improve wonderfully. I slept naturally and awoke so calm and refreshed in the mornings that I knew my troubles were being cured. I was less agitated, and trifles did not worry me. So I continued taking the Pills in regular doses, and was so gratified by the result that I wrote a long description to my friends of the wonderful efforts of Dr. Williams' Pink Pills. My appetite grew keen and I enjoyed such an easy digestion that it was a pleasure to eat, and my food nourished me. In time, I had no trace of headaches, nor any other symptom of nervousness or weakness. I regained the weight I had lost; my nerves were stronger than I had known them to be before; I was more supple and active; my hair came out more and, what was equally gratifying, I gained a healthy complexion.

"The alarming increase on every side of Nervous Disorders in various forms arises from the failure of weak, impure blood to nourish the system. The fact that Dr. Williams' Pink Pills for Pale People actually create New Blood accounts for the many cures by these Pills of Anemia, Debility, Indigestion, Rheumatism, St. Vitus' Dance, Paralysis, and the like of the weaker sex. \$1.50 per bottle, or \$5 for 6 bottles post free, from Dr. Williams' Medicine Co., 84, N. 9th Street, Philadelphia, Pa. Substitutes are worthless, for the Pills that have cured so many other sufferers are

## HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated April 8th state:—

Our local market has continued active throughout the past week, and advances on last quotations have, in many instances, again been established. Rubbers continue to absorb the chief attention of operators, and in the earlier part of the week a large business was transacted at hardening rates. An easier feeling has since set in, in sympathy with a quicker London market, and, in many cases, lower quotations, due probably to profit taking prior to the next settlement, which is fixed for the 15th instant. The latest quotation for Fine Hard Para Rubber is 124 per lb. Exchange on London closes at 1/9 T.T. and on Shanghai at 74 1/2 T.T.

BANKS.—Sales of Hongkong have been put through at \$950 and \$980, and later at \$975, which is the closing selling rate. London, per Reuter, quotes \$89.10. O. National are still required at \$76.

MARINE INSURANCES.—Unions have again been done at \$910 and more shares are wanted. Canteens are steady at \$170, and in request. There are buyers in the North of North China at \$115, and of Yangtze at \$230.

FIRE INSURANCES.—Hongkong have sold and are in further request at \$37 1/2. Chinas are firm with buyers at \$109.

SHIPPING.—Hongkong, Canton and Macao are neglected with probable sellers at \$39. India have improved considerably and a fair business has been transacted at from \$69 to \$75, the market closing with probable buyers at the latter rate. Chinas and Manilas are wanted at the improved rate of \$84, and Doglases at \$32. Shell Transports, after advancing to 98/- are reported easier at 96/- with sellers. London's last quotation per Reuter is 96 1/2.

REFINERIES.—China Sugars have advanced to \$167 which sales and buyers. Lunsons continue on offer at \$29.

MINING.—Charcoalbricks and Chinese Engine-nearings are unchanged and without business. Bauxites have been booked at \$8 and \$9 1/2.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are firmer with buyers at \$38. No business is reported in Shanghai Docks, New Amoy Docks, or Kowloon Wharves, which remain as last quoted. Shanghai and Hongkong Wharves have improved to \$125, at which sales in the North are reported.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands close steady with probable sellers at \$100. Kowloon Lands are wanted at \$25, and Humphreys Estates at \$24, after sales at the rate. Hongkong Hotels are quiet at \$107 and \$63 for the old and new issues, respectively, and West Point at \$42. Shanghai Lands are firmer at \$14.107.

COTTON MILLS.—Ewos have improved to \$144, and Hongkong to \$63, the latter with sales and further buyers. Other stocks under this heading are unchanged and without business.

MISCELLANEOUS.—China-Bornes are in request at the improved rate of \$11, Dairy Farms at \$12, Port of Spain at \$15 and \$16, respectively. Ropes at \$21, Philippines at \$11, Watsons at \$6, and China Lights at \$54. Green Islands have improved to \$7, but at this there are sellers. Langkats are firmer in the North with sales at \$14.140.

RUBBERS.—Anglo-Malays have been done at 35/6 to 37/6, but close easier with sellers in London at 35/6. Ayer Pande have been booked at \$22 (8/6), Changkat Berangs at \$24, \$28, \$30, and later at \$29 (8/6). Ghazaly at \$4 (8/6), and United Singapore at \$4 and \$4 (8/6). London Vantures have been a large account at 11/9 to 13/-, but can now be obtained probably at 12/- Alagars have been sold locally and to London at 9/- Merlimas have been done at 8/6. Sumatra Paras at 17/6 to 20/-, Indragiris at \$49 (8/6), United Serangs at 18/- down to 17/-, Ledburys at 12/- and Batu Tigas at 11/6, the latest quotation for the latter being 14/6. Sellers. Castleside are wanted in London at 11/6, Pongat at 5/6, and Ramangs at 10/- premium and Serangs at 40/- Lathes are obtainable in London at 11/6. Highlanders and Lowlands at 18/-, and Sheldriffs at 90/-.

Quotations are as follows:—

THE RUBBER BOOM—AND AFTER.

CONSIDERATIONS WHICH SHOULD BE WEIGHED BY INVESTORS.

The following letter to the Editor of The Financial Times will doubtless receive consideration from those interested in rubber, and in yesterday's issue is the first note of warning sounded since this boom has been started, and deserves the more interest, as it stands in such striking contrast to the indiscriminate eulogies published by the daily Press upon the same topic. Having been closely connected with the rubber industry for over 20 years, I should be glad if you will afford me the opportunity of supplementing your comments by some additional facts. There is no doubt that the rubber boom has been a very real one, and the demand and supply have less effect upon the market value of the commodity. The reason for this assertion, which may seem paradoxical at first, is to be found when the application of rubber for the rubber industry is compared with that of other staple articles. Take cotton, for example. A pound weight of raw cotton will approximately produce a pound of manufactured cotton goods of great value, and the process of manufacture is a long and costly one, and the finished article has to go through, but it will always be a pound of manufactured cotton goods. The proportion of raw rubber to the finished article varies from practically 10 to 90 per cent, thus the industry can, within reasonable limits of course, counteract the adverse effect which inflated prices would otherwise have upon the consumption of the commodity. Apart from this, certain grades of rubber are quite unsuitable for specific purposes, and it is therefore quite conceivable that the quantity of the annual crop may be of less importance upon the market value than its composition; deductions as to future price levels drawn from an increasing demand for rubber goods may therefore prove absolutely fallacious. The principal factor assisting the sporadic inflation of rubber prices has been the comparatively small surplus of stock at the end of each crop. Its control during the months intervening between each season enabled the holder to convert normal conditions into a shortage with consequent famine prices; its release during the period of heavy arrivals producing a decline, generally established the price for the current crop, and thereby not only facilitated the acquisition, but also the absorption by the industry. It is, however, a great mistake to assume that more ample supplies would be greedily purchased upon by the industry. In this respect we need only examine the effect which an increase of imports of but 5,000 to 4,000 tons of a money value of about \$200,000 to \$300,000 in 1907-8 had upon the price level, which fell nearly 50 per cent. In consequence, Motor tyres undoubtedly account for an increased demand of rubber, but not by far to the extent to which it is claimed, for it is generally forgotten that textile fabrics, mineral ingredients, a risky and therefore costly process of manufacture, and a

still more costly organization for advertising and selling the product, represent the larger proportion in the cost of tyres, all these items having no relation to rubber and its market value. On the other hand, the annual production of raw rubber has risen almost proportionately to the growing demand, and though every now and then new uses have been found for rubber formerly important branches of the industry are in the descendant, as, for instance, railway buffers, formerly made of rubber, now replaced by steel springs, waterproof garments, partly superseded by rain and shower proofs, manufactured with rubber, the reduction of rubber consumption for cycle tyres, both in quantity and raw rubber admixture in the compounds. From this it will be clearly seen that the power of absorption by the rubber industry is narrowly restricted, and that the key to the situation lies in the hands of those who control the surplus stock of wild Brazilian rubber. Up to about 18 months ago this stock was controlled by the rubber trade, as the Brazilian intermediary houses were small concerns depending upon outside financial aid. This state of affairs has been changed by the enormous appreciation in value of the Brazilian crop, which, with approximately similar quantities, has increased from about £11,000,000 in 1907 to nearly £35,000,000 for the present year. The Brazilian intermediary houses have amassed huge fortunes, and the extraordinary situation to-day—during this year's heavy receipts prices have been rising—must be ascribed to the fact that the rubber trade has lost the control of the market, that the formerly "small men" in Para, Manaus, &c., are now in a position to hold back without outside aid sufficient quantities of rubber to maintain the present absurd and too heavy values. As soon as this stock is released, and particularly if it is held over till next crop and thus swells its figures, an enormous decline in prices would be the result. Your reference to a depletion of forests can only apply to the lower reaches of the Amazon River; the enormous basin composed of the higher Amazon and its affluents is practically one vast forest, the outer fringes of which have barely been touched. Lower and not higher prices stimulate the gathering of rubber in the Brazil. This is explained by the fact that the rubber gatherers receive advances in kind, which they repay to the intermediary in rubber; thus a decline in values is accentuated generally by more ample supplies. Under such conditions the prosperity of plantation ventures is necessarily and narrowly circumscribed, and it would be a fatal mistake to gauge their prospects upon the profits made on the present price level of indiarubber. The average price of raw rubber for twenty years is barely over 3s. per lb.; particularly with larger yields from plantation rubber, estimates should not be based on a higher level. It would be interesting to establish the value per lb. of rubber sold in relation to dividends recently declared by several plantation companies; unless these dividends disclose a net profit of 5s. 6d. per lb. the production of rubber, it is doubtful whether even these few companies would be able to earn dividends at all when the market has once more returned to a stable level. While, however, it has been shown that the laws of supply and demand do only to a limited degree rule the value of indiarubber, the same laws apply in the strictest sense of the word to the labour market. Irrespective of the market price of rubber, increased yields by the plantations will undoubtedly affect the question of cost for labour, and this problem—quite apart from the general hazards of tropical ventures, for which, in my opinion, the provision of working capital in most companies is entirely inadequate—should be faced and weighed when considering the value of plantation shares for the investor.—I am, &c.,

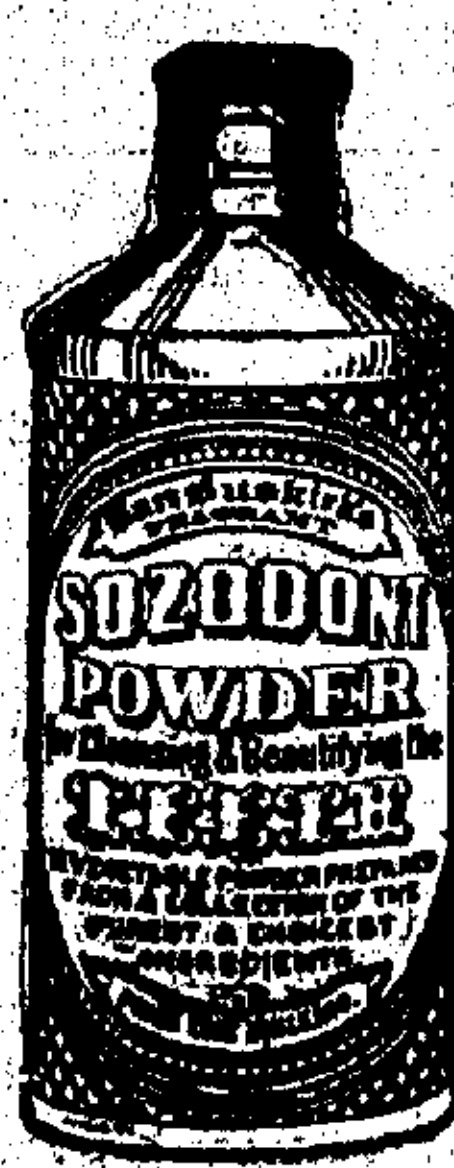
Woking, Surrey.

## CHURCH SERVICES.

PEAK CHURCH.—Holy Communion 8 a.m. every Sunday.  
UNION CHURCH, Kennedy Road.—Minister: Rev. G. H. Hickling. 11 a.m. Worship, Hymns, 278, 283, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## THE "TOP HAT" IN THE EAST.

Although his predecessor is not yet known, Lord Minto's departure from India towards the end of the year is, says the Times of Ceylon, taken for granted, and the Indian Press is beginning to say the pleasant things which are customary on the eve of such partings. If we are to accept the view of a Calcutta sporting newspaper the greatest achievement of Lord Minto has been his discouragement of the top-hat! This is hardly the kind of distinction which we may expect in due course to find graven on brass or marble, but there is no doubt about it that by banning the top-hat whenever possible the Viceroy added greatly to the comfort of a large number of the most estimable people. We read that "other Viceroyers have had an unholy love for the Indian top-hat, and have even been known to wear it at garden parties and cricket matches (and always at race-meetings), but Lord Minto has made a sturdy and by no means unsuccessful effort to squash the thing, and for this—if for nothing else—Anglo-India and modernized India—will remember him in her prayers! It has been a pleasant relief, and it is no small thing to have someone, say, for instance, die hard in India, and the hurry, insularity, uncomfortable and oft-times sadly ill-conditioned and unclipped top-hat was



## SOZODONT TOOTH POWDER

Is of benefit as a deodorizer, anti-septic cleansing agent and preservative. Produces a beautiful polish. Absolutely free from grit and acid. Positively beneficial and deliciously fragrant. Very convenient for the traveler.

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HONGKONG WEEKLY PRESS, half yearly vol. bound ...	7.50
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" " CANTON ...	0.50
POWER OF ATTORNEY FORM ...	0.25
MAIL TABLES for 1910 ...	0.50 & 0.20

never meant for torrid climes." No doubt the Viceroy in India and the Governor in Ceylon can in a great measure settle for us what is to be the "top-hat" of the State occasions. Some of the King's representatives whom we have had in Ceylon have been "top-hatters" whilst others have shown a partiality to something more suitable to the tropics in the way of headgear. We well remember one Acting Governor who wore sometimes the cloth cap which we are apt to associate with the horn-handed sons of toil on Saturday afternoon! We have had heads of the Government who never went out unaccompanied by the mounted authorities in full service panoply, but on the other hand we have a vivid recollection of seeing one King's representative in Ceylon scorching along Galle Face on a bike! He wore a cap, it was after lighting-up time, and we half expected the policeman to stop him, and order him to light his lamp! The tall hat has long since undergone eclipse in Ceylon, and we do not think there is any danger of its ever being seriously revived, although there was a serious case of the day of the top-hat in danger of being displaced. The day of the top-hat is fast going by even in the city of London, and to attempt to restore it into favour in Ceylon would be sheer cruelty.

As your teeth are wanted to last—for years to come—begin now to use

## Calvert's Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Stores, F. C. Calvert & Co., Manchester, Eng.



## A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 41 years' reputation, and is today more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do—it cures SKIN AND BLOOD DISEASES PERMANENTLY.

## Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, ECZEMA, BLOOD POISON, SORES OF ALL KINDS, RASHES, BLOTCHES, SPOTS, BLACKHEADS, STIMPLES, SKIN AND BLOOD DISEASES.

It is a safe and Permanent Remedy.

It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.



## SHIPPING.

**ARRIVALS.**  
 ALINE WORMANN, British str., 1,500, J. Martin, 7th April—Saigon 3rd April, Rio and General—Man Fat.  
 ANAMMA, British str., 1,159, Sangster, 8th April—Newchwang 1st April, Ballast—McBain.  
 ANDALUSIA, German str., 3,477, Girstenbrun, 8th April—Hamburg 18th Feb., General—Hamburg—America Line.  
 ARABIA, British str., 2,931, W. D. A. Thomas, 8th April—Kobe 1st April, Coal and General—David Sassoon & Co.  
 BEDFORD, Brit. cruiser, 8th April—Miss Bay.  
 CHINUA, British str., 8th April—Canton.  
 FRI, Norwegian str., 860, N. Andersen, 7th April—Dunley 1st April, Beans—Agard.  
 THORSEN & Co.  
 HUICHOW, British str., 1,228, E. Forsyth, 8th April—Tientsin 1st April, General—Butterfield & Swire.  
 MEIKOO, Chinese str., 8th April—Canton.  
 MONGOLIA, American str., 8,750, H. E. Morton, 8th April—San Francisco 8th March, General—P. M. S. S. Co.  
 PROMETHEUS, Norwegian str., 1,024, O. Cornelissen, 7th April—Bangkok 28th March and Hoihow 5th April—Rice and General—Agard, Thorsen & Co.  
 TEAS, British str., 1,346, A. W. Outerbridge, 8th April—Manila 5th April General—Butterfield & Swire.  
 TUNGUS, Norwegian str., 1,039, Halvorsen, 8th April—Singapore 27th March, Rice—Hamburg—America Line.  
 WUHU, British str., 1,207, A. Lueher, 8th April—Tientsin 3rd April, General and Salt—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 8th April.  
 Chongchi Maru, Jap. str., for Swatow.  
 Kungang, Norwegian str., for Canton.  
 Kungang, British str., for Singapore.  
 Zafiro, British str., for Manila.

## DEPARTURES.

8th April.  
 CHOYMAN, British str., for Shanghai.  
 GORDEN, German str., for Shanghai.  
 HAIYAN, British str., for Swatow.  
 HANOI, French str., for Quang Chow Wan.  
 LIANGCHOW, British str., for Ningpo.  
 KORE, British str., for Shanghai.  
 ZAFIRO, British str., for Saigon.  
 QUINJA, German str., for Bangkok.  
 TUPANAS, Dutch str., for Batavia.  
 TSINANFU, Chinese str., for Saigon.  
 TSURUGISAN MARU, Japanese str., for Milko.  
 UIV, Norwegian str., for Canton.  
 WONKOKI, German str., for Hoihow.  
 YUENSANG, British str., for Manila.

## SHIPPING REPORTS.

The British str. *Hoihow* reports: Fine weather.  
 The British str. *Wuhu* reports: Northerly gale in Formosa Channel.  
 The British str. *Tai* reports: Moderate N.E. monsoon and fine weather.

## VESSELS IN DOCK.

April 8th.  
 Kowloon Dock.—*Sun Cheung*, H.M.F.M.S. *Patria*, H.M.S. *Fame*, *Loyal*, *Taiwan*, H.M.S. *Hart*, *Dragon*, *Haiton*, *Fatch*.  
 COSMOPOLITAN DOCK.—*Tungus*.

TATOO DOCK.—*Zhangyang*, *Sungkiang*.

## VESSELS ON THE BERTH

JAVA ASIATIC S.S. COMPANY.  
 For SAN FRANCISCO.  
 (Taking through Cargo to Los Angeles.)

## THE Steamship

"STRATHSPY" above Port TO-DAY, the 9th inst., at 5 P.M.  
 For Freight and Further Particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 9th April, 1910. [430]

For SHANGHAI, KOBE AND MOJI.

## THE Steamship

Captain J. G. Ollivent, will be despatched for the above Ports on TUESDAY, the 12th inst., at NOON.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN.  
 (Occupying 24 Days).  
 Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 8th April, 1910. [509]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER. BANYAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALIAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA" will be despatched as above on TUESDAY, the 12th inst., at NOON.  
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 1st April, 1910. [4]

## "SHIRE" LINE OF STEAMERS, LIMITED.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"GLAMORGANSHIRE" Captain H. C. Norris, will be despatched as above on or about 21st April.  
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 3rd March, 1910. [359]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	Owen Jones, R.N.E.	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON, ROTTERDAM & ANTWERP.	CHACORANGHIE...	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	GER. str.	k. w.	—	Wagner	HAMBURG-AMERICA LINE	On 22nd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	LIBERIA...	Ger. str.	k. w.	Knaiss	HAMBURG-AMERICA LINE	On 12th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	ALESIA...	Ger. str.	k. w.	Girstenbrun	HAMBURG-AMERICA LINE	On 26th inst.
COPENHAGEN & BALTIC PORTS.	ANDALUSIA...	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 10th May.
MARSEILLES & HAMBURG, via STRAITS, &c.	TRANQUERAR...	Dan. str.	—	—	MELCHERS & Co.	End of May.
MARSEILLES, &c., via PORTS OF CALL.	SPERIA...	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYNESIAN...	Ger. str.	—	—	MELCHERS & Co.	On 12th inst., at 1 P.M.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	MIYAZAKI MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMBERIA...	Ger. str.	k. w.	—	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th May, at D'light
MARSEILLES, COPENHAGEN & BALTIC PORTS.	ITO MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	About first half of May.
NAFLES, GENOA, ALGIERA, GIBRALTAR, &c.	CAHRA MARU...	Jap. str.	—	—	MELCHERS & Co.	On 20th inst., at Noon.
TRIESTE, &c., via SINGAPORE, &c.	CAHRA MARU...	Jap. str.	—	—	MELCHERS & Co.	On 26th inst.
NEW YORK & BOSTON.	PRINZ LUDWIG...	Ger. str.	—	—	—	—
SAN FRANCISCO.	AUSTRIA...	Aus. str.	—	—	—	—
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN.	INVERIC...	Am. str.	—	—	—	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	DAGRE CASTLE...	Brit. str.	—	—	—	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	STRATHSPY...	Am. str.	—	—	—	—
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUVERIC...	Brit. str.	2 m.	S. Shotton	DODWELL & Co., Ltd.	To-day, at 5 P.M.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	EMPEROR OF CHINA...	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 13th inst., at 7 A.M.
AUSTRALIAN PORTS VIA MANILA.	MONTEAGLE...	Brit. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 24th May, at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAKA MARU...	Jap. str.	—	—	CANADIAN PACIFIC RAILWAY CO.	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	CAHRA MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th May, at Noon.
AUSTRALIAN PORTS VIA MANILA.	SEATTLE MARU...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	BUYO MARU...	Jap. str.	—	—	TOYO KISEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	TAIYUAN...	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	COLLEEN...	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 22nd inst., at D'light
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th May, at Noon
AUSTRALIAN PORTS VIA MANILA.	NIKKO MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	PRINZ WALDEMAR...	Ger. str.	—	—	NIPPON YUSEN KAISHA	About 30th inst.
AUSTRALIAN PORTS VIA MANILA.	HIRANO MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	YAWATA MARU...	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
AUSTRALIAN PORTS VIA MANILA.	TUWONG...	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	NANCHANG...	Brit. str.	1 m.	Konzie	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
AUSTRALIAN PORTS VIA MANILA.	HUICHOW...	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	CHONGSHING...	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	CHONGSHING MARU...	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-day, at 8 A.M.
AUSTRALIAN PORTS VIA MANILA.	KWONGSANG...	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	CHINHUA...	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	To-morrow, at Daylight
AUSTRALIAN PORTS VIA MANILA.	SALAZIE...	French str.	—	Magnan	MELCHERS & Co.	On 14th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	JAPAN...	Brit. str.	—	J. G. Ollivent	NIPPON YUSEN KAISHA	On 12th inst.
AUSTRALIAN PORTS VIA MANILA.	BOMBAY MARU...	Jap. str.	—	Tanaka	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	DELTA...	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 14th inst.
AUSTRALIAN PORTS VIA MANILA.	LYNAN...	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 17th inst., at D'light
AUSTRALIAN PORTS VIA MANILA.	BULOW...	Ger. str.	—	H. Fornes	MELCHERS & Co.	About 20th inst.
AUSTRALIAN PORTS VIA MANILA.	ANRU...	Brit. str.	1 m.	v. Hoff	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	SILESIA...	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 21st inst.
AUSTRALIAN PORTS VIA MANILA.	TRANQUERAR...	Dan. str.	—	—	MELCHERS & Co.	Middle of April.
AUSTRALIAN PORTS VIA MANILA.	SENEGAMBIA...	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINE	On 6th May.
AUSTRALIAN PORTS VIA MANILA.	TJILIWONG...	Dut. str.	—	A. Fander	JAVA-CHINA-JAPAN LINE	Quick despatch.
AUSTRALIAN PORTS VIA MANILA.	SOCHU MARU...	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 13th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	DAIGI MARU...	Jap. str.	—	H. Maruyama	OSAKA SHOSHEN KAISHA	On 12th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	HAIMON...	Brit. str.	2 h.	Evers	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	HAICHING...	Brit. str.	2 h.	J. S. Rasmussen	DOUGLAS LAFRAIK & Co.	On 15th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	ZAFIRO...	Brit. str.	—	W. C. Pasmore	DOUGLAS LAFRAIK & Co.	On 12th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA.	TEAN...	Brit. str.	1 m.	R. Redger	SHEWAN, TOMES & Co.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA.	LOONGSANG...	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
AUSTRALIAN PORTS VIA MANILA.	BUBI...	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	TAMING...	Brit. str.	1 m.	A. Fraser	SHEWAN, TOMES & Co.	On 16th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	YUENSANG...	Brit. str.	—	Fennorfather	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	SUNGKIAN...	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	BORNEO...	Ger. str.	—	E. A. Harde	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	ISCHIA...	Jap. str.	—	Belotte	MELCHERS & Co.	End of April.
AUSTRALIAN PORTS VIA MANILA.	HAZARA MARU...	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 19th inst.
AUSTRALIAN PORTS VIA MANILA.	KUMSANG...	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA.	ROKSANG...	Brit. str.	—	J. P. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA.	TIPODAS...	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VANCOUVER, B.C., TACOMA &amp; SEATTLE

## MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC...	6,232	S. Shotton	On 5th May.
OCEANO...	4,657	F. W. Davies	On 11th June.
KUMERIC...	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	"PRINZ LUDWIG" Capt. F. v. Binzer	{ Wed'day, 20th April, at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	"BUELOW" Capt. H. Formes	{ About 20th April
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE.	"COLEMAN" Capt. H. Raegener	{ Friday, 22nd April, at D'light
YOKOHAMA & KOBE.	"PRINZ WALDEMAR" Capt. F. Iske	{ About 30th April
KUDAT & SANDAKAN.	"BORNEO" Capt. F. Semmler	{ End of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 8th April, 1910.

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"MONTEAGLE" Tuesday, 24th May	
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July
"EMPERESS OF CHINA" Sat., 25th June	"ALLEN LINE" Friday, 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.

"Emperess" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers ..... \$43 " " " \$45.

1st Class rate to London includes cost of Meals and Bed in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

Hongkong, 30th March, 1910.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

Fortnightly service to AND FROM EUROPE VIA SUEZ CANAL.  
 Fortnightly service to AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA.	"SALAZIE" Capt. Magnan	{ On 11th April, P.M.
MARSEILLES, VIA PORTS.	"POLYNESIE" Capt. Broc	{ On 12th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA.	"AUSTRALIE" Capt. Riquier	{ On 25th April, P.M.
MARSEILLES VIA PORTS.	"OCEANIE" Capt. Sallier	{ On 26th April, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,  
 Queen's Building.

Hongkong, 30th March, 1910.

## VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

## PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK AND BOSTON.  
 "DACE CASTLE" On 12th April.  
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.







# RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELLERIES, NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

## HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

34-1

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
route to EUROPE.

4-5 Mails from EUROPE via SIBERIA—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
16th & 19th March.	To-morrow.	Chenau.

The Salses, with the French mail of the 11th ult., may be expected here on or about  
Friday, the 15th inst.

FOR	PER	DATE.
Singapore, Penang and Calcutta	Kamsang	Saturday, 9th, 11.00 A.M.
Manila	Zafro	Saturday, 9th, 11.00 A.M.
Saigon	Kiang Ching	Saturday, 9th, 1.00 P.M.
Manila	Sui Tai	Saturday, 9th, 1.15 P.M.
Newchwang	Simongan	Saturday, 9th, 3.00 P.M.
Son Francisco	Strathpey	Saturday, 9th, 4.00 P.M.
Amoy, Swatow, Straits and Bangkok	Glenogle	Saturday, 9th, 5.00 P.M.
Swatow and Bangkok	Loosok	Saturday, 9th, 5.00 P.M.
Swatow, Singapore and Bangkok	Anglin	Saturday, 9th, 5.00 P.M.
Shanghai	Kwongang	Saturday, 9th, 5.00 P.M.

### SIBERIAN MAIL TO EUROPE

Swatow	Haiman	Sunday, 10th, 9.00 A.M.
Amoy, Koorer, Yap, Saipan, Truk, Ponape,	Germania	Monday, 11th, 2.00 P.M.
Kusaie, Jaluit, Butaritari, Tarawa, Ooon		
Island, Nauru, Simpsonhafen and Sydney		
Cebu and Iloilo	Sunghiang	Monday, 11th, 3.00 P.M.
Taichang and Vladivostok	Tungai	Tuesday, 12th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 12th, 10.00 A.M.
Shanghai, Kobe and Moji	Japan	Tuesday, 12th, 10.00 A.M.

Europe, &c., India via Tutuicoria ...  
(Late Letters 11.00 to 11.30 A.M. Extra  
Postage 10 cents.)  
(Letters posted in all the Pillar Bases in  
time for the first clearance will be  
included in this contract mail.)

Singapore, Penang and Bombay	Ischia	Tuesday, 12th, Noon.
Manila	Tea	Tuesday, 12th, 2.00 P.M.
Taichang, Weihaiwei, Chefoo and Newchwang	Nanchang	Tuesday, 12th, 2.00 P.M.
Tientsin	Nanchang	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Colombo	Myasaku Maru	Tuesday, 12th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Nishio Maru	Wednesday, 13th, 11.00 A.M.
Kobe and Yokohama	Hirano Maru	Thursday, 14th, 3.00 P.M.
Shanghai	Chusan	Friday, 15th, 9.00 A.M.
Swatow, Amoy and Foochow	Yavata Maru	Friday, 15th, 11.00 A.M.
Manila, Thursday Island, Cebu, Hongkong, Cairns,		
Townsville, Brisbane, Sydney, Hobart,		
Launceston, New Zealand, Melbourne,		
Adeleide, Perth, Dunedin and Fremantle		
Manila	Loongang	Friday, 15th, 3.00 P.M.
Manila	Rubi	Saturday, 16th, 10.00 A.M.

## HALL'S DISTEMPER

Hall's Distemper sets hard  
as cement and never fades or  
changes colour. It is just  
proof, and perfectly washable  
it is highly spenged with tepid  
water.

It is when first applied a  
thorough disinfectant destroying  
all vermin and microbes.  
It can be guaranteed to con-  
tain 1 1/2 per cent. of Cresylic  
Acid.

It is cheaply and easily  
applied with white-wash  
brush, saving 40 per cent.  
of the cost of labour.

The One Decoration which  
suits all others for Hospitals,  
Convalescent Homes, Nursing  
Institutions, etc., is Hall's  
Distemper, because—

IMPORTANT NOTE.—In all  
cases of infectious disease  
Hall's Distemper is not only  
the cheapest, but the most  
thoroughly effective disinfect-  
ant and artistic decoration  
to employ.



AGENTS:—WILLIAM C. JACK & CO., LTD.

40-1

14, DES VEAUX ROAD, HONGKONG.

### PASSENGERS.

Arrived:  
Per Waka, from Tientsin, Mrs. Schenck.  
Per Hanchow, from Tientsin, Mrs. Maconochy.  
Per Arratoon, from Kobe, Mr. M. M. Atkinson.  
Per Tean, from Manila, Mrs. Andrews, Mrs. Theobald, Mrs. Tozer, Master and Miss Andrews, Rev. Sel, Rev. Gela, Rev. Montesinos, G. M. Dodwell, G. B. Dodwell, Messrs. Hays, Millegan, Bernardo, Whitton and Campbell.  
Per Mongolia, from San Francisco, &c., Mr. and Mrs. W. L. Dickcett, Mr. and Mrs. C. Drury, Mr. and Mrs. Mous Fox, Mr. and Mrs. P. Corthy, Mr. and Mrs. C. F. Rausch, Mr. and Mrs. E. H. Rich, Mr. and Mrs. J. J. Molloy, Mr. and Mrs. B. B. Rich, Mr. and Mrs. E. G. Guiberteau and 6 children, Mr. and Mrs. W. Taylor and child, Mr. and Mrs. L. Barlett, Mr. and Mrs. A. Ingham, Mr. and Mrs. R. A. McGraith, Mr. and Mrs. O. H. Farham, Mr. and Mrs. H. Bickett and child, Mr. and Mrs. C. H. Simpson and child, Mr. and Mrs. A. M. Opiso and child, Mr. and Mrs. L. H. Jacob and child, Mr. and Mrs. E. R. Weston and 2 children, Major and Mrs. C. H. McKinnon, Major and Mrs. O. C. Heaton and 3 children, Capt. and Mrs. P. E. Ward and 2 children, Capt. and Mrs. W. P. Woodell and child, Dr. and Mrs. E. B. Graham, Mrs. W. Briddford, Mrs. F. W. Chok, Mrs. A. Carpenter, Mrs. W. B. Cline, Mrs. M. W. Hall, Mrs. E. B. Kaiser, Mrs. M. Osborne, Mrs. E. Plant, Mrs. B. Sloam, Mrs. M. Tukham, Mrs. W. Diller, Mrs. G. Revell, Mrs. I. Perkins, Mrs. Chadwick and 2 children, Mrs. E. B. Smith, Mrs. L. E. Smith and child, Mrs. H. Rodman, Mrs. W. I. Lewis and child, Mrs. M. B. Crans, Mrs. Lincoln and child, Mrs. L. J.

STEAMERS PASSED THE CANAL.  
March 8th—Aragonia, Astoria, Delavaria, China. 11th—Andalusia, Ching Wo, Deaulion, Nore. 15th—Benaron, Goben, Palawan. 18th—Hirano Maru, Salas. 22nd—Breconshire, Glenlogan, Meinan, Nyanza, Pak Lung, Seneca. 29th—Bennah, Borneo, Duclou, Carnarvonshire, Katana, Moynan, Peking, Sava, Tongo Maru, Yunnan, Dierdon. April 1st—Australia, Carmarthen, Kalinga, Kago Maru, Luiton, Pelus, Vermont. 5th—Alicious, E. F. Ferdinand, Pahan.

ARRIVALS AT HOME.  
April 5th—Glenhurst, Nairon, Kitch.

## The Cigarettes of Distinction



### Bouton Rouge

### and Felucca

A LUXURY TO  
THE MAN  
OF TASTE.



IN 50'S & 100'S

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80 PER 100

FROM ALL TOBACCONISTS.

### SHARE LIST.—QUOTATIONS.

HONGKONG, APRIL 8TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$975, sal. & sel.
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of China, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$11, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$63, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9, sales
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 144.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$63, sal. & buy.
New Amoy Dock Co., Limited	10,000	Tls. 75	Tls. 75	Tls. 61.
International Cotton Manufacturing Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 300.
Soy Chee Cotton Spinning Co., Limited	40,000	\$72	\$6	\$18, buyers
<b>DOCKERS AND WHARVES.</b>				
H'kong & Wharves Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$58, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 82.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 125.
<b>Greenwich &amp; Co., Limited</b>	18,000	\$25	\$25	\$10, sellers
<b>Green Island Cement Co., Limited</b>	400,000	\$10	\$10	\$7, sellers
<b>Hongkong and China Gas Co., Limited</b>	7,000	\$10	all	\$205.
<b>Hongkong Electric Co., Limited</b>	60,000	\$10	\$10	\$204, sellers
<b>Hongkong Hotel Company, Limited</b>	12,000	\$50	\$50	\$107, buyers
<b>Hongkong Ice Company, Limited</b>	8,000	\$25	\$25	\$160, sellers
<b>Hongkong Rope-Manufacturing Co., Limited</b>	5,000	\$25	all	\$213, buyers
<b>INSURANCES.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$109, buyers
China Overseas Insurance Co., Limited	24,000	\$33.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$375, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, sal. & buy.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$220, Nom.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$84, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$23, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 107.
West Point Building Co., Limited	12,500	\$50	\$50	\$42, sellers
<b>MINEING.</b>				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Haub Australian Gold Mining Co., Ltd.	200,000	\$21	18/10	\$13, sales
<b>Peak Tramways Co., Limited</b>	25,000	\$10	\$10	\$15, buyers
<b>Philippine Co., Limited</b>	75,000	\$10	\$10	\$11, buyers
<b>China Sugar Refining Co., Limited</b>	20,000	\$100	all	\$167, buyers
<b>Luxon Sugar Refining Co., Limited</b>	7,000	\$100	all	\$29, sellers
<b>Robinson Piano Co., Limited</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$83, buyers
Congkong Steamship Co., Limited	20,000	\$50	all	\$32, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$30.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	75, sal. [L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$6.
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$14, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
<b>GROCES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$3.
Watkins, Limited	10,000	\$10	\$10	\$4, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$6, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$12, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
<b>RUBBERS.</b>				
Singapore and Johore	—	—	—	\$30 (Str.)
Balagonyes	—	—	—	\$250 (Sta.)
Pagohs	—	—	—	\$75 (Sta.)
Anglo-Malaya	—	—	—	35/
Castelfields, fully pal	—	—	—	115/
Consolidated Malaya	—	—	—	280/
Damansaras	—	—	—	170/
Highlands and Low	—	—	—	180/
Kanunings	—	—	—	107- prom.
Kuala Lumpur	—	—	—	230/
Leobury's	—	—	—	115/
Linggis	—	—	—	58/9
Sapong	—	—	—	90/
Shelford	—	—	—	180/
Singapore-Kayan	—	—	—	160/
United Sordangs	—	—	—	100/
Bank Kajangs	—	—	—	45/ prom.
Eastern and Internal	—	—	—	12/
London Ventures	—	—	—	20/
Sumatra Paras	—	—	—	8/6
Morlemans	—	—	—	145/
Batu Tigas	—	—	—	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers

### COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

	April 8th.
ON LONDON :—	
Telegraphic Transfer	1/9
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Jedite, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS :—	
Bank Bills, on demand	221 1/2
Credits, at 4 months' sight	225
ON GERMANY :—	
On demand	180
ON NEW YORK :—	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	44
ON BOMBAY :—	
Telegraphic Transfer	130 1/2
Bank, on demand	131 1/2
ON CALCUTTA :—	
Telegraphic Transfer	130 1/2
Bank, on demand	131 1/2
ON SHANGHAI :—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA :—On demand	86
ON MANILA :—On demand—Pesos	86 1/2
ON SINGAPORE :—On demand	74 1/2
ON BATAVIA :—On demand	105 1/2
ON HAIPOHONG :—On demand	74 1/2
ON SAIGON :—On demand	7 1/2
ON BANGKOK :—On demand	88
SOVEREIGNS, Bank's Buying Rate	\$11.35
GOLD LEAF, 100 fine, per tael	\$59.20
SILVER, per oz.	24d.
<hr/>	
SUBSIDIARY COINS.	
	per cent
Chinese ..... 20 cents pieces	35.00 discount
Chinese ..... 10	39.20
Hongkong ..... 20	38.75
Hongkong ..... 10	38.90

Printed and Published by ALFRED NORMAN KEMP for the Proprietor at 101, Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

TO-DAY.  
8 p.m.—Annual Football Dinner of The Hong-  
kong Football Club